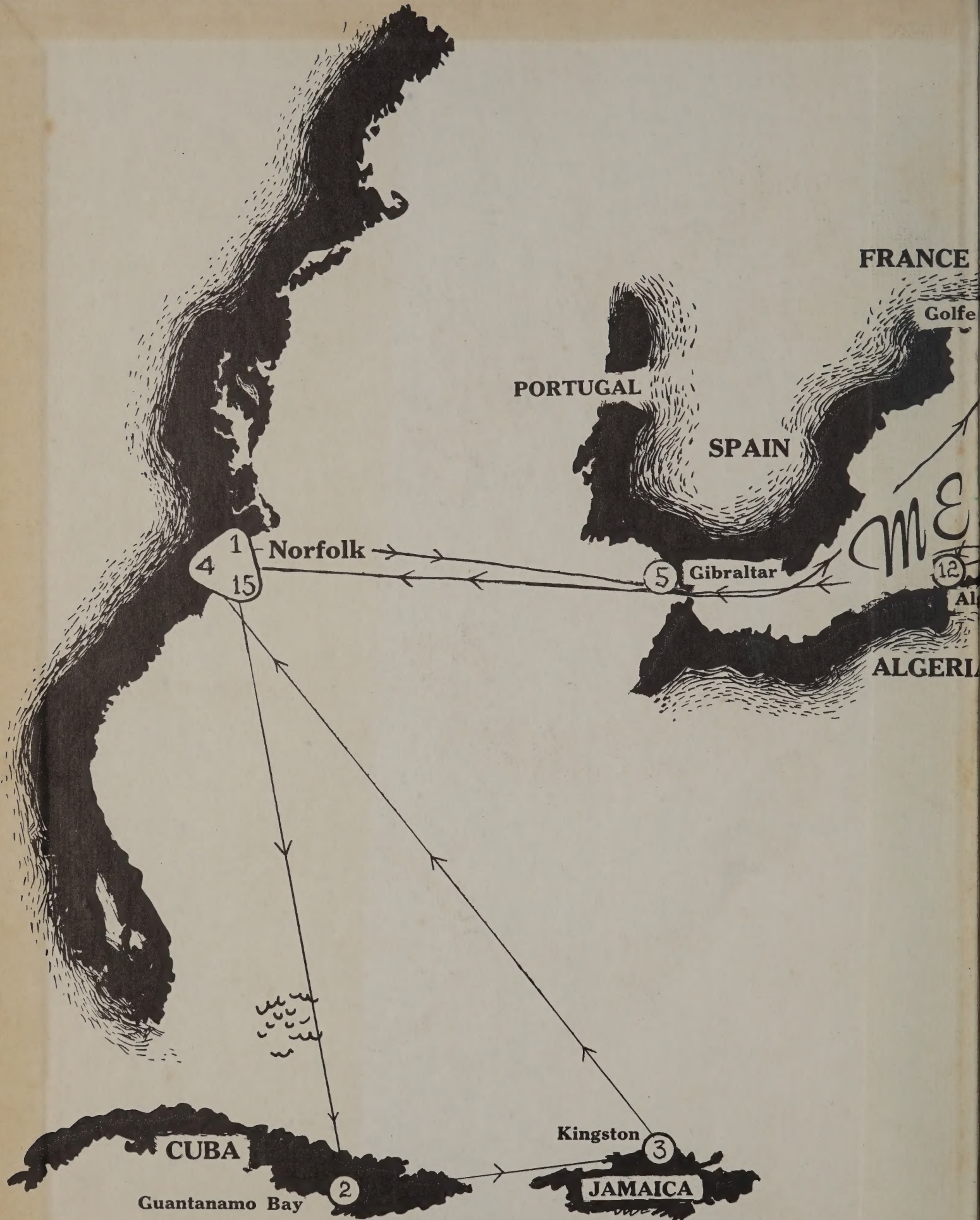


USS SAIPAN



MEDITERRANEAN CRUISE - 1951





USS SAIPAN



MEDITERRANEAN CRUISE - 1951





Our Ship,

the United States Ship SAIPAN, derived her name from the Battle of Saipan Island. The heroic battle action by our men in conquering that island was in a tradition which we must always maintain.

The keel of the USS Saipan was laid at the New York Shipbuilding Corporation, Camden, New Jersey, during World War II. She was launched on July 10, 1945, and a year and four days later the impressive commissioning ceremonies were held July 14, 1946 and she became a part of the United States Fleet.

The USS Saipan is 684'5" long and displaces 19,320 tons. The flight deck is 617' long and 80' wide. Her steam-turbine power plant can produce 120,000 horse power and propel her through the sea in excess of 32 knots. The main and auxiliary generators develop 4,000 kilowatts of electric power, (enough to supply a medium sized city!). Distillation units can supply the ship with 80,000 gallons of fresh water daily for cooking, drinking, sanitary and boiler feedwater use. Berthing, feeding, sanitation, and refrigeration facilities are available for about 1700 officers and men.

During peacetime, with a squadron embarked, there are about 1,100 officers and men aboard.

The USS Saipan, since joining the fleet, has visited distant ports in Puerto Rico, Virgin Islands, Cuba, Venezuela, Jamaica, Canada, Bermuda, Italy, France and Africa.

The ship has had varied tasks during her existence. Her first assignment was qualifying students in carrier landings at Pensacola, Florida, where 11,000 landings were chalked up in less than eight months.

Since that time the Saipan has operated as a fleet carrier in the Atlantic Fleet. Additionally under the control of the Operational Development Force, the Saipan has participated in the evaluation of varied types of new equipment and new tactics.

This Cruise Book portrays the travels of the USS Saipan, her crew, and squadrons, during the first six months of the year 1951.



Captain Ralph Walter Dunstan Woods USN

THE CAPTAIN

Captain Ralph Walter Dunstan Woods was born on 4 May 1902 at Chicago, Illinois. He received his early formal education at Cambridge, Massachusetts and was graduated from the U. S. Naval Academy in the Class of 1923. He was a member of the "A" Squad in boxing and crew for three years while at the Naval Academy.

His first assignments were on the U.S.S. WEST VIRGINIA and the U.S.S. ARKANSAS, where he received indoctrination as a battleship deck officer. His next tour was at the U. S. Naval Torpedo School, Newport, Rhode Island, under instruction in torpedo construction, operation and tactics. Following this was a tour on the U.S.S. CINCINNATI. The next step was from the anti-aircraft battery of the CINCINNATI to naval aviation.

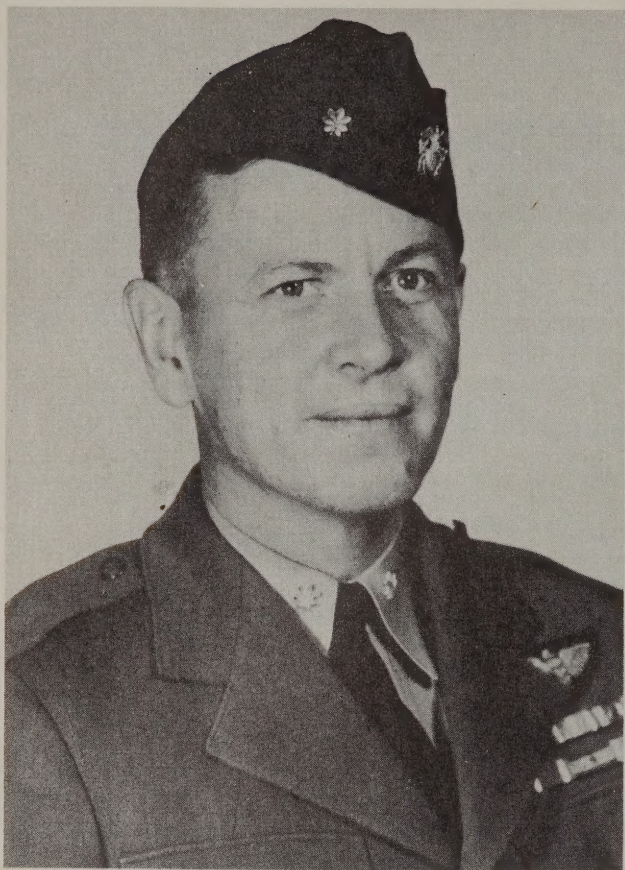
In 1926, Ensign Woods reported to the U. S. Naval Air Station, Pensacola, Florida, as a student aviator. Then on 30 August 1927, as Lieutenant (junior grade), he was appointed Naval Aviator number 3385.

On 6 July 1929, Lieutenant (junior grade) Woods was married to Anita Birney Rhea at Annapolis, Maryland.

After tours with various squadrons, Lieutenant Commander Woods, as Commanding Officer of Scouting Squadron FORTY-TWO, won the annual Scouting Squadron Class Trophy for safety in flight operations from aircraft carriers.

Upon completion of duty as Commanding Officer of Seaplane Training Squadron ONE at the Naval Air Station, Pensacola, Florida, LCDR. Woods was assigned duty as Officer in Charge of the Aviation Cadet Regiment, and subsequently, of the Aviation Cadet Brigade.

Soon after Pearl Harbor day, LCDR. Woods was ordered to the Amphibious Force, Atlantic Fleet, as Staff Aviation Officer where he became successively a Commander and a Captain. In the Amphibious Force, Captain Woods participated in the Moroccan and the Sicilian invasions and was awarded the Legion of Merit with a "V."



Commander J. T. Blackburn USN



Commander R W. Cousins USN

EXECUTIVE OFFICERS

Commander John Thomas Blackburn has the blood of the Navy flowing through his veins as he is the son of a retired Naval Captain. He was graduated from the U. S. Naval Academy in the class of 1933 and was assigned duty aboard the U.S.S. MISSISSIPPI. He entered flight training at Pensacola, Florida in March, 1936, and won his wings in April 1937. From there he went aboard the U.S.S. LEXINGTON for two years with Bombing Squadron TWO and later with Fighter Squadron TWO. In February, 1941, he became an instructor in Advanced Training Fighters, at the Naval Air Station, Miami, Florida and held that position until June 1942. He then commissioned Escort Fighting Squadron Twenty-nine as Executive Officer. That Squadron was attached to the U.S.S. SANTEE and participated in the invasion of Morocco, November 1942.

On January, 1943, as Commanding Officer, he commissioned VF Squadron Seventeen aboard the U.S.S. BUNKER HILL. From October, 1943 to March, 1944, his Squadron operated from an air strip in the Solomon Islands. His first tour of duty with BuAer was from May 1944 until May 1945. He then commissioned Air Group Seventy Four, as Air Group Commander, aboard the U.S.S. MIDWAY. Between September, 1946, and October, 1949, he spent one year with the office of the Chief of Naval Operations and two years with the Bureau of Aeronautics.

Upon detachment from duty in the SAIPAN, Commander Blackburn was assigned to Heavy Attack Wing ONE with duty involving flying as Prospective Commanding Officer of a Composite Squadron.

Commander Ralph Wynne Cousins was born on July, 1915 in Oklahoma. He was schooled in Michigan and was graduated from the U. S. Naval Academy in 1937.

His first duty assignment was on the U.S.S. PENNSYLVANIA where he learned about the battlewagon navy. He reported to Pensacola for flight training in 1940 and received his designation as a Naval Aviator in December that year. He then reported to Bombing Squadron TWO aboard the U.S.S. LEXINGTON and continued with that squadron through the Battle of the Coral Sea in which the Lexington was sunk. He immediately received orders to Bombing Squadron ELEVEN, participated in the Guadalcanal campaign, returned to the States in August 1943 and was assigned duty at NAS, Seattle. In March 1944 he was ordered to the Staff, Commander Fleet Air, West Coast, to coordinate Rocket training for the fleet. In April 1945 Commander Cousins became Commander, Carrier Air Group ELEVEN and held that duty until February 1947 when he received orders to the Military Requirement Section in CNO.

Following this assignment he attended the Test Pilot Training School at the U.S. Naval Air Station, Patuxent River, Maryland, and on completion of the course reported on 15 August, 1950 as Operations Officer of the SAIPAN.

In May, 1951 Commander Cousins succeeded Commander Blackburn as Executive Officer.



Medical Officer
CDR. W. M. Crafft, MC, USN



Navigator
CDR. W. J. Davis, Jr., USN



Operations Officer
CDR. E. H. English, Jr., USN



Engineering Officer
LCDR. C. S. Deaton, USN



Supply Officer
LCDR. J. E. Harvey, Jr., USN



Air Officer
LCDR. H. H. Scales, USN



Gunnery Officer
LT. F. S. Bergen, USN



Dental Officer
LT. T. A. Glennon, DC, USN



SHIP'S OFFICERS

First row, L. to R.

LT. W. E. STANTON, LT. A. M. GRANAT, LT. N. G. HODGKINS, LT. L. M. KRASKE, LCDR. C. E. PRUETT, LCDR. C. S. DEATON, LCDR. J. E. HARVEY, JR., CDR. E. H. ENGLISH, JR., CDR. R. W. COUSINS, CAPT. R. W. D. WOODS, CDR. W. J. DAVIS, JR., LCDR. A. W. WITHOLT, RNN., LCDR. H. H. SCALES, LCDR. A. L. MOREAU, LTJG. T. O. PFUNDSTEIN, LCDR. E. C. SUGGS, LT. J. F. LOCKETT, LT. J. A. GLASS, LT. C. E. CRAIN, LT. W. D. WENDELL.

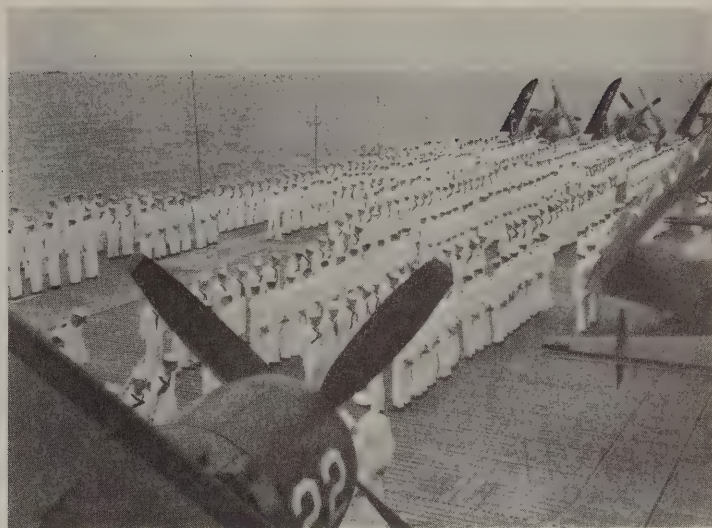
Second Row, L. to R.

LTJG. W. S. HOUSTON, JR., LTJG. R. P. INGRASSIA, LTJG. W. W. LEWIS, LTJG. T. C. WALLER, JR., LTJG. H. A. SHELLEY, LT. A. J. MALLIN, LT. H. J. LARSON, JR., LT. H. L. MADDEN, LT. J. D. GOODYEAR, LT. L. MORRIS, LT. W. S. ORNDORFF, LTJG. H. G. NULTON, JR., LTJG. P. M. STROUX, LTJG. W. H. SHONK, LTJG. M. E. FRENCH, LTJG. R. J. GOODWIN, LTJG. K. C. MCGRATH, LTJG. R. A. HARRIS, JR.

Third row, L. to R.

CHMACH. E. E. BUELL, CHELEC. G. L. RANDALL, CHBOSN. H. W. KANNEY, CHPCLK. A. J. STEFKOVICH, CHMACH. R. R. CANNON, PACT. R. G. BAUM, CHGUN. J. J. KENNEY, JR., CHMACH. M. E. BARLOW, ENS. W. B. WRIGHT, LTJG. F. E. HORVATH, ENS. D. P. HALL, ENS. R. R. BARNARD, ENS. R. J. SANFORD, ENS. W. GABRIELLINI, JR., CHRELE. L. R. PIERCE, SCLK. D. WILLIAMS, JR., LTJG. J. W. HEMANN, CARP. R. E. ROSENKOETTER.





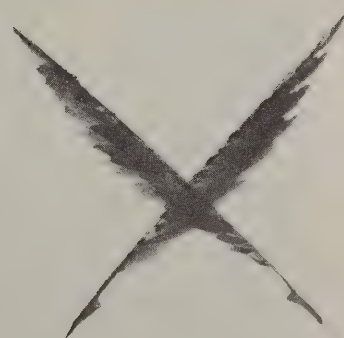
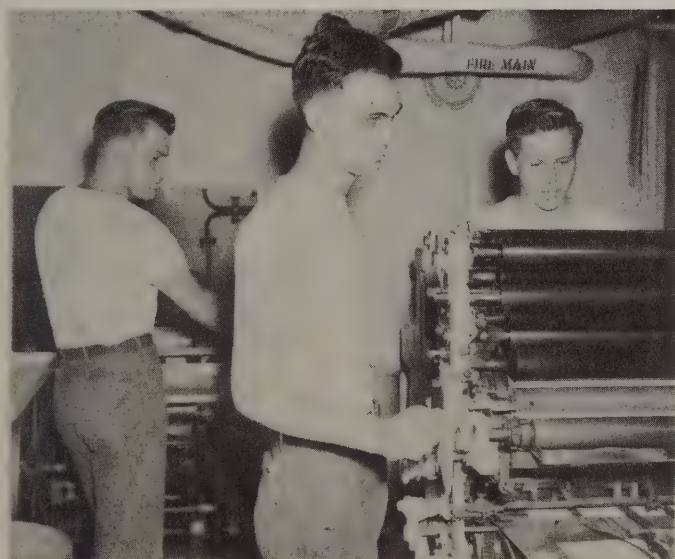
ADMINISTRATION

A well-ordered ship, like a healthy body, is organized to function for the good of the entire system. In the SAIPAN we look to Administration as the central organization where the action of the day begins. In Administration all officer and enlisted personnel accounting is done and every service record is carefully maintained in an up-to-date status.

The Captain's Office is the pivotal point in the system. All incoming official mail — and a great amount of paperwork is inevitable with the running of a modern ship — pours into this office and after being carefully logged is rerouted to its proper destination. Likewise, outgoing official mail funnels through this office.

The plan-of-the-day, recommendations for advancement in rating, requests for schools, and those all important recommendations for leave or liberty, originate or receive attention in the Executive Officer's Office.

Included within the activities of Administration are the Legal Section, a specialized staff responsible for court procedure, investigations, and other judicial functions, and a completely equipped Printing Office.



Y Division



ADMINISTRATION

First row, L. to R.

A. F. Benner, F. E. Policke, R. J. Nolte, J. T. Monforte, LCDR. A. L. Moreau, Chap. SCLK D. Williams, F. E. Tomes, M. L. Dunphy, T. P. Hattam, G. C. Goodman, L. M. Motz.

Second row, L. to R.

C. A. Beugless, YNTC, S. L. Olson, V. J. Schneider, R. C. Highfill, J. P. Luff, G. F. Grochowina, R. W. Fennesy, R. F. Winter, J. D. Donham, B. M. Kruse, W. J. McEntarfer.



ADMINISTRATION MAA

First row, L. to R.

G. E. Hinman, M. E. Leggett, CDR. R. W. Cousins, E. F. Maloney, QMC., G. D. Neice.

Second row, L. to R.

M. R. Montini, E. Schoonover, L. A. Rhyne, H. E. Sumner, H. F. Millikan.

Air Department



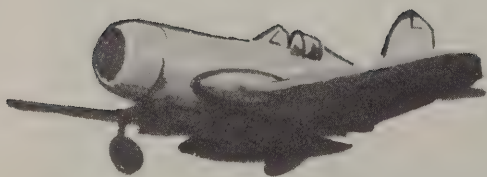
The Air Department is organized for the handling and servicing of all aircraft based on board. It is responsible for providing the necessary machinery, apparatus, and equipment to effectively handle and service these aircraft.

Within the Air Department are three divisions — V-1, V-2 and V-3.

The V-1 division is primarily responsible for aircraft handling, launching, and recovery. This includes the spotting of all aircraft on the flight deck and hangar deck as well as the operation and maintenance of the forward and after elevator and the catapult and arresting gear. Other equipment operated by this division includes the aircraft crane, tractors, and the "cherry picker," which is used in the event of a flight deck crash. Familiar figures in this division are the blue-shirted plane pushers, the yellow-shirted plane directors, and the "hot papa," in his asbestos rescue suit.

The V-2 division is concerned with the maintenance and repair of aircraft and airborne electronics equipment. For this purpose an Aviation Metal Shop and Aviation Electronics Repair Shop are manned and equipped with necessary tools and machines. The V-2 division also provides the needed jacks, slings, and other heavier tools for the squadron maintenance personnel. In short, this division provides all the necessary facilities to aid the squadron in maintaining and repairing their aircraft. An added responsibility of this division is the maintenance and repair of all "rolling stock" in the Air Department, including the ship's jeeps.

The V-3 division is responsible for the fueling and arming of all aircraft. The red-shirted men of this division fuel all aircraft and maintain the complete gasoline system. When bombs, rockets, or other explosives are called for, the V-3 ordnancemen install them on the aircraft. Special bomb and torpedo elevators transport the explosives from below decks to the hangar and flight decks. In view of the explosive nature of their work, safety precautions hold more than ordinary interest to these men.



Air Officers



First row, L. to R.

LT. W. E. Stanton, LCDR. A. W. Witholt, LCDR. H. H. Scales, LT. A. M. Granat.

Second row, L. to R.

LT. H. J. Larson, CHMACH. M. E. Barlow, LTJG. R. P. Ingrassia.

U-1 Division



First row, L. to R.

R. L. Longenberger, R. Lucey, G. A. Ferguson, Kale, R. E. Stewart, N. D. Dailey, N. L. Grant, D. R. Kreakie, R. A. Zirk, G. A. Hankins, W. J. Witzig, J. A. Tyler, J. V. Debellas, ADC., LT. W. E. Stanton, LTJG. R. P. Ingrassia, F. R. Ulrich, ABC., W. A. Johnson, D. H. Lee, J. C. Joiner, J. C. Csizmadia, D. J. Carrigan, B. L. Hensin, C. W. Bailey, H. P. Sanders, W. S. McClelland, V. E. Bashaw, S. R. Mazzacco, R. H. Tousley, H. T. Streett.

Second row, L. to R.

F. J. Dougherty, A. J. O'Hrazda, H. D. Reed, M. L. Gardner, A. J. Hoegeral, S. M. Beverly, D. L. Haines, W. K. Johnson, R. N. Pase, O. Ryan, B. W. Eckert, V. E. Kuhn, J. W. Phenneger, P. J. Daloisio, T. R. Brennan, P. L. Davidson, J. R. Cating, A. Schoen, E. R. Schiesswohl, I. L. Holmes, G. Luchon, G. A. McNeil, R. L. Dugan, V. A. Cillitti, R. R. Hendrix, F. L. Dupree, R. N. Ritz, J. W. Keenan, H. E. Pickard, J. E. Rockenstire, W. G. Brackney, T. J. Pendergast.

Third row, L. to R.

D. B. Ladew, E. F. Junge, J. A. Driscoll, W. D. Divine, J. L. Buchanan, W. W. Poland, R. M. Rasmussen, P. R. Bauer, W. N. Rossi, B. W. Hayden, T. C. Spiegle, W. J. Connery, A. E. Toloszke, F. A. Thompson, H. Pacell, R. R. Pravik, C. T. Ball, R. F. Santangelo, R. J. Pool, V. P. Shetzline, D. D. Smith, P. Hart, J. W. Wales, T. J. Curran, A. R. Meyers, R. L. Buchanan, K. D. Aas, R. J. Erzal, F. D. Sherwin, A. M. Moegenberg, K. F. Hoel, G. S. Hassler, R. J. Polard, L. W. Caverly.

U-2 Division



First row, L. to R.

E. T. Bianchi, L. O. Johnson, R. W. Conger, R. F. Kaiser, J. M. Stineman, J. F. Milligan, W. H. Rear-
don, T. Brown, W. L. Kaelin, AMC, LT. A. M. Granat, LT. H. J. Larson, Jr., R. F. Balmer, AMC.,
T. R. Keeley, J. J. Lee, R. W. McIntyre, J. E. Marks, R. D. Branson, K. D. Courtney.

Second row, L. to R.

J. M. Funkhouser, B. M. Mitchell, F. C. Turner, J. Dennis, M. J. Jacobs, E. J. Oliver, G. W. Hillidge,
D. A. McLain, J. W. Bain, S. J. Lloyd, E. J. Samples, E. C. Brown, S. C. Leeolou, D. Q. Lewis, R. E.
Wisner, E. L. Childers, C. Coughlin, Jr.

Third row, L. to R.

M. C. Dunning, H. R. Kacek, R. A. Spangler, P. J. Schmitz, R. R. Beaton, G. G. Fabik, P. H. Biart, J.
H. Taylor, J. E. Walsh, H. C. Newberry, R. A. Wagenseller, E. T. Giles, R. W. Chamberlain, H. C.
Shew, D. L. Cook, J. J. Beaudoin, P. H. Brown.

U-3 Division



First row, L. to R.

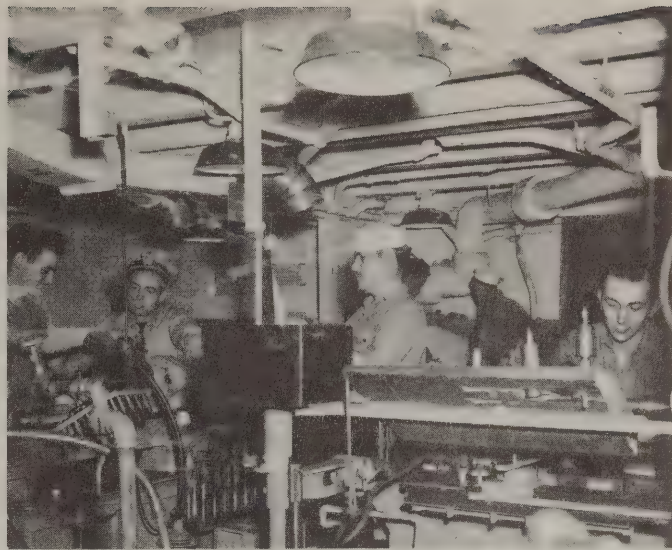
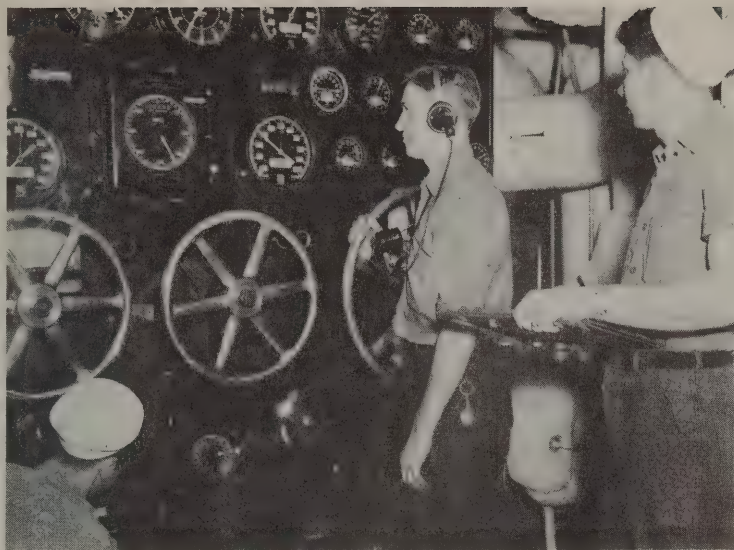
A. H. Clum, AOC, J. H. Day, L. W. Crosby, W. C. Crumm, L. Lebel, M. L. Lay, CHMACH M. E. Barlow, T. R. Snyder, M. E. Powell, J. L. Sims, N. H. Lebrun, T. Taylor, W. H. Reynolds, ABC.

Second row, L. to R.

N. J. Roinestad, E. L. Fox, W. H. Corson, S. J. Myslinski, T. J. Gadowsky, E. J. Connolly, F. P. Clark, L. Holland, W. F. Ferguson, R. W. Ridley, P. J. Monaghan, E. L. Hughes.

Third row, L. to R.

C. A. Gage, W. B. Bartell, V. E. Trojan, R. H. Summers, A. A. Thomas, R. P. Galante, R. E. Pearson, O. V. Hernandez, P. J. Lyons, E. H. Manges, C. E. Church, R. E. Alderman.



Engineering Department

It's a far cry from the puffing, thumping little steamboat called the Clermont that Robert Fulton sailed on the Hudson River in 1807 to a high-speed aircraft carrier like the U.S.S. Saipan. The fact alone that the Clermont was self-propelled made history in it's day. But the modern aircraft carrier has progressed far beyond that. It is a highly intricate and complicated machine, virtually a floating city.

The Engineering Department is the unit responsible for operating the machinery which furnishes the motive power to carry the ship within range of the enemy, wherever he may be, and the auxiliary machines which make the ship a livable home for ship's company.

The Main Engines Division operates and repairs the four main propulsion engines which send the Saipan's 19,000 tons through the seas at 32 knots, about as fast as any major vessel afloat. This division also has cognizance of two of the ship's three fresh water distilling units.

The other fresh water distilling unit is operated by the Boiler Division. This process involves removing salt from sea water and using the water for Boiler feed water, drinking, cooking and showers. The ship's tanks hold 112,000 gallons of fresh water. This division also operates the four immense superheat boilers which supply the steam to move the main engines. The ship's fuel oil capacity is 700,000 gallons.

The Electrical Division is responsible for the ship's power, light and communications. Six powerful generators furnish the electricity to light the ship's 5000 electric lights and run almost a thousand motors of varying sorts.

The auxiliary Division operates and maintains a wide variety of auxiliary engines and motors. Among them are the machines that operate the steering gear, fire pumps, ship's boats, refrigerators, steam heating, air conditioning and the water coolers. Also it operates the machine shop, providing facilities for manufacturing vital repair parts.

The repair division is responsible for the upkeep and repair of the ship's hull, decks, fittings, fire fighting equipment, ventilation ducts and a host of others. The carpenter, pipefitter and metal-smith shops are operated by this division.

As can be seen, the Engineering Department is the "Heart" of the ship, requiring many varied trade skills to operate the mass of complicated machinery and electrical apparatus. This department is also charged with the responsibility for the damage control of the ship.



Engineering Officers



First row, L. to R.

ENS. W. Gabriellini, LT. J. T. Glass, LCDR. C. S. Deaton, LCDR. E. C. Suggs, LT. A. J. Mallen, LTJG. W. W. Lewis.

Second row, L. to R.

CHCARP. G. N. Gaboury, CHMACH. R. R. Cannon, ENS. W. B. Wright, CHELEC. G. L. Randall, CHMACH. E. E. Buell.

A Division



First row, L. to R.

D. E. Hunter, E. Swain, D. C. Slade, H. R. Sullivan, MMC., CHMACH. E. E. Buell, ENS. W. B. Wright, L. B. Ludwig, MMC, C. J. Luburich, E. J. McPeake, G. M. Bailey.

Second row, L. to R.

L. C. Barker, P. J. Mauro, H. T. Ryan, L. B. Fields, W. Bolduc, C. A. Rodgeron, M. A. Gaspsrovic, S. T. Soapes, P. M. Johnson, C. W. Crompton.

Third row, L. to R.

H. A. Puz, M. Mercado, J. J. Zacame, J. H. Luster, J. D. Alwine, A. V. Davis, T. C. Bergfalk, W. J. Matthews, M. J. Sherman, J. G. DeMarsh, E. J. Szerecsen, J. F. Marshall.

B Division



First row, L. to R.

C. Thompson, J. P. Mingus, C. E. Knauer, R. W. Niblock, M. W. Trosper, W. H. Moseley, J. W. Johnson, P. B. Wills, J. T. McNeely, BTC., H. E. Bass, BTC., LTJG. W. W. Lewis, LT. A. J. Mallen, H. W. Doose, BTC., B. C. Potts, BTC., S. B. Hulvey, BTC., G. E. Hornstrom, L. J. Conboy, D. P. Cote, H. J. Guhl, C. F. Tuders, J. T. Lister, J. E. Puterbaugh, R. T. Manning, C. O. Thorn, G. A. Poole.

Second row, L. to R.

T. C. Jewell, V. R. Chernosky, T. L. Gorski, L. D. Lizambri, T. C. Moore, Q. D. Brown, D. M. Hanson, D. E. Rinehart, J. P. McGinnis, J. R. Curtis, J. M. Laco, C. T. Smith, C. E. Bezusko, J. F. Paradis, G. W. East, P. H. Longstaff, W. H. Conners, L. C. Nichols, W. J. Reicks, F. O. Baur, R. K. Long, H. W. Henry, F. Mackiewicz, J. E. Kuebelbeck.

Third row, L. to R.

R. S. Davidson, J. J. Pickett, P. G. Harz, H. C. Cole, W. J. Thomas, L. Sazonick, L. L. Evans, M. W. Salo, W. R. Campbell, J. P. Larrivee, R. Brodeur, G. C. Smith, W. C. Klenke, L. Violette, E. Laury, E. G. Rush, J. Klawansky, J. T. Caulberg, G. R. Carlos, C. E. Carlos, J. W. Harris, C. I. Klase, M. J. Scordo, R. Rapacki, N. R. Jones.

E Division



First row, L. to R.

L. R. Luffman, L. R. Nelson, S. C. Garabedian, G. J. Lorenzo, O. L. Nash, EMC., C. W. Heiden, EMC., CHELEC. G. L. Randall, C. R. Chapman, ICC., L. F. Cote, MMC., K. J. Byer, W. L. Quint, J. W. Hajek, J. A. Greene.

Second row, L. to R.

G. E. Cornelins, E. J. Morin, J. D. Arnold, D. E. Combs, H. W. Wells, R. F. Morcha, A. L. Rushing, B. Cauldwell, J. E. Broom, C. B. Fitzwater, A. R. Mattox, T. O. Lynch, H. E. Sutter, R. C. Doolittle, A. J. Hopper, P. J. Miele.

Third row, L. to R.

J. V. Fry, H. E. West, G. T. Schwendtner, P. H. Shaeffer, H. L. Taylor, D. L. Walker, J. W. Dalrymple, H. C. Williams, A. K. Smith, M. D. Hopkins, J. W. Sudduth, C. H. Dowdie, C. R. Harden, C. S. Pope, R. A. McFetridge, H. Pero, C. R. Yoho, F. E. Gisondi, S. H. Ferguson, R. A. McDaniel, H. F. Graves, G. L. Lover, D. R. Romtvedt, E. C. Koch, R. H. Taylor, G. O. Brown, J. N. Davis, M. H. Warner, A. L. Hickerson, A. Braunstein, R. L. Durgin, C. E. Goss, T. E. Eubank.

M Division



First row, L. to R.

R. E. Duval, R. B. Prater, M. S. Waltemyer, H. Moulton, J. R. Ferguson, F. C. Wheeler, A. F. Wilson, R. H. Grissom, MMC., CHMACH. R. R. CANNON, W. J. Bellamy, MMC., J. C. Harden, H. S. Barnes, F. C. Newman, R. F. Leonard, J. W. Sarni.

Second row, L. to R.

R. E. Schoon, A. F. Wagner, E. J. Hood, D. G. Mitcheltree, H. J. McIlrath, K. M. Champlin, T. B. Strass, G. H. Overfelt, W. F. Minkwitz, R. M. Newby, J. L. Oram, E. S. Grabowski, T. O. Mitchell, J. M. Bauerlein, J. E. Hendrix, H. A. Byer.

Third row, L. to R.

A. J. Civitello, J. A. Frosini, H. J. McCain, A. L. Mendel, G. S. Bednar, J. E. Novotni, D. J. LeBrasseur, L. C. Montville, W. J. Hertel, R. D. Grossholz, C. W. Simon, W. D. Moltrup, D. E. Leffel, E. L. Harden, R. E. Cheever.

R Division



First row, L. to R.

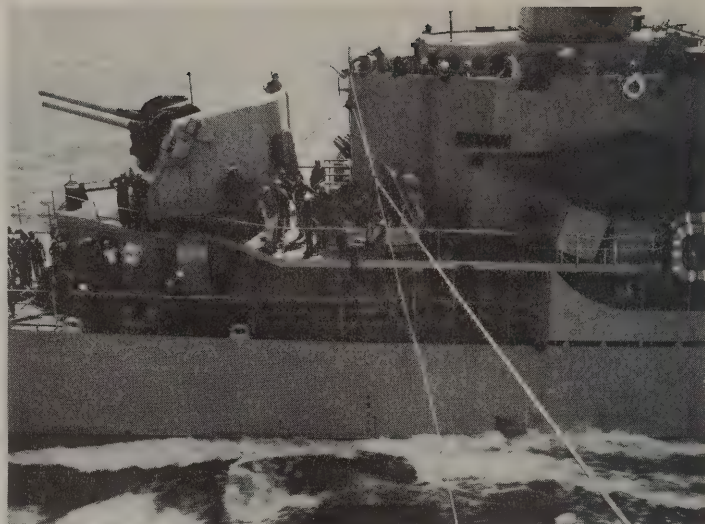
H. D. Slagle, C. A. Carter, R. H. Scarbo, P. J. Curry, R. M. Rhodes, J. R. Powley.

Second row, L. to R.

R. E. Greenfield, J. W. Ceaser, A. Mehlic, J. E. Jorgenson, MEC., CARP. R. E. Rosenkoetter, CHCARP. G. N. Gaboury, A. A. Suter, MMC., E. Mead, FPC., C. A. Wright, R. W. Babcock, P. E. Freudeman.

Third row, L. to R.

R. A. Hallett, C. M. Smith, E. W. Weinkauff, R. V. Land, J. R. Robinson, C. U. Erwin, H. E. Barkes, R. E. Daughenbaugh, B. F. Morgan, C. E. Houchard, J. C. Davis, R. T. Lingerfelt, E. Schoonover, J. F. Caouette, J. S. Dankowski, E. T. Ray, J. F. Delaney, L. J. Rease, J. F. Kehoe, E. L. Roux.

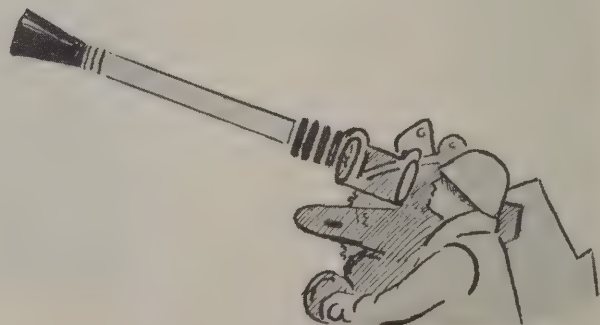


Gunnery Department

The Gunnery Department is composed of three divisions — First, Second and F. The First and Second Divisions are the deck divisions and the F Division is the Fire Control and Ordnance division.

The primary responsibility of the Gunnery Department is the successful maintenance, upkeep and operation of the Anti-Aircraft battery and its associated equipment. However, one of the more important of the secondary duties is general housekeeping — cleaning and preserving the hull and its fittings. The Gunnery Department has cognizance of over 260 compartments and spaces in the ship. In addition, the deck divisions have the responsibility of the exterior of the hull, the ship's boats, the paint and boatswain's lockers, ground tackle including the anchors, boat boom, accommodation ladders, life rafts, nets and preservers and the sail loft. The F Division is charged with the upkeep, maintenance, repair and proper operation of the ship's 40MM and 20MM batteries, fire control radar, saluting battery and some 700 tons of explosives and the magazines in which it is stored.

All the underway replenishment functions fall within the Gunnery Department's realm — fueling at sea, provisioning at sea, transfer of passengers, mail and freight, streaming of towing spars and target sleds. For all these, and for many other evolutions the ship performs, The Gunnery Department provides a major share of the necessary man-power. The ship's boats are maintained and operated by the First and Second divisions for the convenience of the Ship's Company. This thankless job requires exposure to every type of weather at all hours, day and night. It is easy to see why the deck divisions remain the province of the seaman and the jack-of-all-trades.



Gunnery Officers



First row, L. to R.

Ens. J. W. Hemann, LTJG. T. D. Pfundstein, LTJG. R. J. Goodwin, ENS. F. E. Horvath.

Second row, L. to R.

CHGUN. J. J. Kenney, ENS. D. P. Hall, CHBOSN. H. W. Kanney, ENS. R. J. Sanford.

F Division



First row, L. to R.

J. R. Brewer, E. J. Falk, R. H. Joblin, W. E. Cole, J. A. McAteer, S. A. Coffin, TMC, H. F. Entrekin, FCC, J. F. Cooke, GMC, ChGun J. J. Kenney, Ens. F. E. Horvoth, Bird, L. M., GMC, Steiger, E. H., GMC, J. H. Hollister, J. G. Crume, V. N. Little, I. A. Reynolds, R. J. Coburn.

Second row, L. to R.

J. E. M. Smith, R. H. Flinn, D. B. Coleman, T. J. Bebak, V. C. Brisbane, J. O. Miclette, S. P. Bonnette, J. R. Hendershott, R. D. Herron, R. Keller, M. E. Shaw, R. L. Brisbane, R. A. Hecker, R. L. Moore, A. E. Shipley, C. H. Neuman, E. L. Robertson.

Third row, L. to R.

R. C. Eads, A. Zakrzewski, G. J. Sherrick, E. J. Propst, D. W. Mathias, P. J. Esperti, E. Jarrell, L. Gunter, C. Schmelzer, S. A. Titta, D. M. Bossie, V. E. Giordano, R. Bradley, G. R. Heusser, V. E. Ramsdell, E. M. Monforte, D. Robertson.

Medical & Dental Department

The Medical Department consists of a Medical officer, and hospital corpsman. It is the responsibility of this department to safeguard the health of the crew. In the Sick Bay spaces, treatment facilities are centered in a Sick Call Room, equipped for the handling of minor ailments and injuries. A laboratory and X-Ray unit afford diagnostic aids, and a well stocked pharmacy exists for the preparation of almost any prescription that may be called for. The Operating Room is furnished with full facilities for the performance of major surgery. To accomodate patients whose illness or injury necessitates bed rest there is a twenty four bed ward, a two bed "quiet room," and a four bed isolation room.

Another function of the Medical Department is to prevent disease. Included in this function are constant supervision of food handling and preparation, weekly sanitary inspections, crew instruction in first aid, personal hygiene, and the maintenance of areas for decontamination in case of radiological warfare.

Mention of the responsibility of the Medical Department during flight quarters must not be omitted for at all times during flight operations the Medical Officer and a hospital corpsman are present on or near the flight deck and ready for any eventuality.

The Dental Department aboard the USS SAIPAN consists of a Dental Officer and two dental corpsmen. The dental spaces in the sick bay area of the ship contain operative and X-Ray facilities to take care of the ship's personnel in all their normal dental requirements. It is the duty of the Dental Department to maintain the oral health of the officers and crew by preventive and operative means as well as by education in oral hygiene.



LT. Kraske



H Division



First row, L. to R.

S. Dolin, A. W. Miller, N. J. Everett HMC., LCDR. C. E. Pruett, MC., LT. L. M. Kraske, DC., J. T. Pigott.

Second row, L. to R.

W. B. Lowe, D. J. Caligiure, H. Augbon, J. A. Bergstrom, J. R. Hall, G. A. Brynildson, D. C. Young, E. A. Cunningham.

Navigation Department

Under the watchful supervision of the Navigator, Division Officer and Chief Quartermaster, sixteen quartermasters attend to their primary duties of constantly computing and checking the ship's position, piloting her along coastlines when in sight of land and guiding her safely in and out of port.

The quartermaster's main duties are to assist the Officer-of-the-Deck. In port this means making morning and evening colors, keeping track of transfers and absentees, seeing that the officer of the Deck is forewarned about approaching VIP's, and keeping a written record of all occurrences affecting the ship. At sea the quartermaster is the OOD's right hand man. He assists with emergencies, sounds all the alarm, and is responsible that the ship shows the proper lights. The quartermaster takes the helm in the Pilot House for all important evolutions and maneuvers.

He must keep the ship's charts and navigational publications up to date and have a knowledge of tides and currents. He must be able to compute time of sunrise and sunset, and be familiar with the sextant, stadimeter, and modern navigational equipment.

All of these important duties combine to make life in the Navigation department busy and interesting.



Navigation Department



First row, L. to R.

R. K. Post, R. G. Hickerson, J. J. Gerard, E. F. Forthe, QMC., Commander W. J. Davis, LTJG. R. R. Barnard, L. A. Rummage, E. E. Pierce, E. C. Bechtel.

Second row, L. to R.

R. P. Cardinal, A. F. Bianchi, D. J. Rodgers, R. E. Schmitt, J. G. Lefebvre, L. A. Zielinski, G. E. Flaherty, T. H. Szymendera, O. E. Pollitt.



Operations Department

The Operations Department is responsible for many of the fascinating details of ship and aircraft operations. Communications, electronics maintenance, combat information, photography and aerology are its principal functions. To further these ends, the department is divided into four divisions. These are O-I, O-R, E-R and O-S.

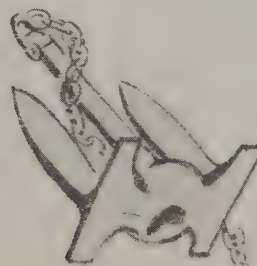
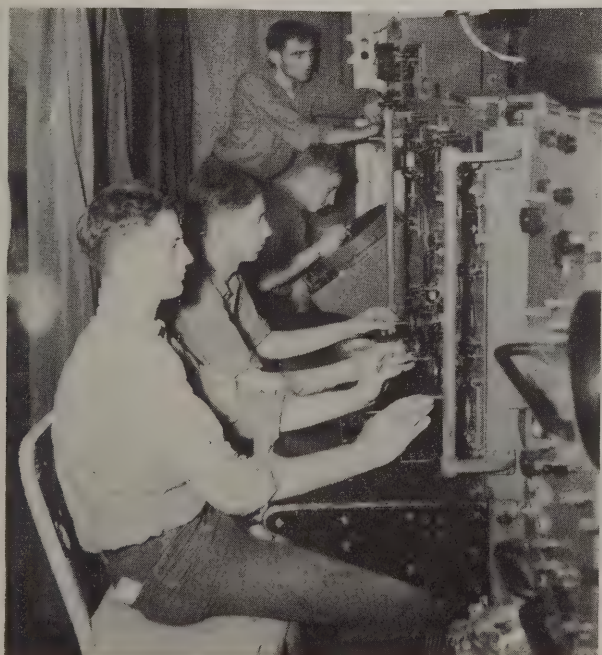
The work of the O-I division focuses about the ship's combat information center, popularly known as "the hole" or "the inferno." Despite the air conditioning and the entertaining frescoes on the surface summary plot, it manages to get hot even in winter. Collection, display, evaluation and dissemination of combat information is this division's responsibility. To this end are employed radarmen, sonarmen, aerographers, and photographers. Here the "hot dope" is given a processing treatment to make it more digestible to those who need to know.

The O-R division normally is the home territory of the radiomen who do a grand job, including publication of the daily underway press news. This division handles all radio traffic except that which is controlled by the CIC circuits.

When the fact that liquid will not flow uphill is firmly established and everything goes wrong at once with the electronics gear, the E-R division maintenance crew takes over. Keeping up the many items of electronics equipment is "duck soup" for the E-R division manned by our intelligensia, the electronics technicians.

The Signal Bridge is realm of the flag waving O-S division. Visual communications is the prime responsibility of the signal gang, which makes up in efficiency for what it lacks in size.

There it is — a thumbnail sketch of the Operations Department.



Operations Officers



First row, L. to R.

LT. J. F. Lockett, LT. C. Crain, CDR. E. H. English, CDR. R. W. Cousins, LT. W. S. Orndorff, LT. J. D. Goodyear.

Second Row, L. to R.

LTJG. R. A. Harris, LT. L. Morris, LTJG. P. M. Stroux, LTJG. M. E. French.

Third row, L. to R.

LTJG. W. H. Shonk, LTJG. H. A. Shelley, LTJG. W. S. Houston, CHRELE. L. R. Pierce, ENS. W. Gabriellini.

E-R Division



First row, L. to R.

M. T. McElwaine, G. E. Van Dine, H. N. Nadeau, R. W. Treat, ETC., LTJG. H. W. Shonk, CHRELE.
L. R. Pierce, L. E. Brown, R. K. Unsworth, R. P. Hockensmith.

Second row, L. to R.

B. E. Tourand, J. A. Thompson, D. V. Gonglewski, D. A. Reed, J. Kelley, A. R. McMasters, J. Allen,
M. T. Stark, R. J. Goforth, L. Worley, D. E. Zibuda, J. A. Seeley.

O-I Division



First row, L. to R.

W. X. Smith, A. C. Roth, N. L. Wells, B. G. Light, D. G. Wohlegemuth, G. H. Keppler, C. E. Sears, MMC., LT. W. S. Orndorff, H. G. Kitchen, AGC., W. G. Johnson, R. F. Crawford, W. H. Lovelady, O. L. Gibbons, M. E. Stupalsky, R. W. Demaris, F. J. Telkowski.

Second row, L. to R.

G. W. Harris, D. D. Apperson, R. E. Tillery, S. W. Sherwood, O. O. Duane, H. U. Jones, J. H. Blucher, D. J. Hurda, D. W. Craver, R. A. Holroyd, D. R. Hill, J. A. Dietrich, J. Bonskowski, H. Weinberg, H. L. Baier, T. J. Daley.

Third row, L. to R.

J. H. Winkelspecht, V. L. Goodman, W. J. Dumbacher, W. G. Drummond, R. P. McKain, J. Diamond, D. E. Grages, P. V. Dennery, R. G. Stevenson, J. Snyder, P. L. Conrad, R. L. Weisenberger, B. Roberson, L. P. Hazel, H. Holthausen, R. J. Corcoran, J. E. Parker.

O-R Division



First row, L. to R.

L. P. Owens, D. W. Jacques, M. E. McCarthy, L. W. Forgue, LTJG. R. A. Harris, LT. J. F. Lockett, J. A. Short, RMMC., R. Thibault, R. M. Collicott, W. D. Elkins, J. J. Fitton.

Second row, L. to R.

F. C. O'Malley, N. D. Harron, E. S. Knight, R. H. Ray, J. R. Jones, J. E. Kriedel, R. H. Curry, P. J. Howell, J. L. Cole, H. O. Muston, R. W. Vollmer.

Third row, L. to R.

J. J. Pierini, A. D. Hammond, G. R. Loker, J. L. Fitchett, W. C. Dubray, G. E. Swain, W. E. Wilson, H. B. Badger, S. Miller, J. E. Legere.

O-S Division



First row, L. to R.
H. C. Glenn, ENS. W. Gabriellini, R. W. McQuaid.

Second row, L. to R.
H. J. Morgan, R. A. Stiteler, J. J. O'Connor, E. E. Sprouse.

Third Row, L. to R.
J. J. Landry, H. E. A. Lenon, J. Kraska, W. Meredith.



Supply Department

The Supply Department is composed of the Stores Group, Commissary Section, Disbursing Section, Wardroom Mess Section and Clothing and Small Stores Section. Each of these sections perform the various functions associated with their name. It might be said that the Supply Department operates the military counterparts of a restaurant, hardware and tool supply house, grocery store, meat market, soda fountain and tobacco shop, laundry and cleaners, clothing shop and a bank.

Approximately one sixth of the ship's personnel are in the Supply Department. Supply storerooms and work spaces, some one hundred and sixty-seven in all, are spread throughout the ship. The storekeepers order, issue and account for the consumable supplies used by the ship. There are some 55,000 items carried which vary from a simple screwdriver to complicated electronic equipment. The absence of any one of these items may cause inconvenience or serious difficulty.

The aviation storekeepers are a group of specialists who perform the above functions for supplies peculiar to aircraft and equipment necessary to operate aircraft. The cooks, bakers, stewards and mess cooks are the fellows who peel the potatoes, fry eggs for breakfast and bake those delicious pies. A ship like the Saipan carries enough food and beverages to operate at sea for months at a time.

Flight operations can be cancelled and maybe the motor launch won't run, but don't ever delay a payday. The disbursing clerks are the men responsible for registering your allotments to the 'missus,' computing and disbursing your pay and effecting the changes to your insurance policies.

The ship's servicemen see to it that your laundry is washed, hair cut, shoes repaired, rates sewn on your jumpers, and operate the fountain and ship's store. During the cruise the store purchased and sold, for the convenience of the crew, French perfumes, Florentine leather goods, Italian cameos, French and Italian ladies and men's gloves, Swiss watches and Arab rugs. All profits from these sales help defray the cost of operation of the ship's service facilities and support the ship's welfare fund.

"Service is our motto" says the Supply Department — spare parts or spare ribs, we have them all.



Supply Officers



LCDR. J. E. Harvey, Jr., LT. H. L. Madden, LTJG. T. C. Waller, Jr., CHPCLK. A. J. Stefkovich,
PACT. R. G. Baum, LTJG. K. C. McGrath.

S-1 Division



First row, L. to R.

G. K. Lightner, G. Miko, N. W. French, J. D. Fillyaw, P. Poulmenakos, W. B. Elmore, R. J. Sheehan, W. S. Cohan, A. W. Julian, J. V. Buyno, LTJG. T. C. Waller, C. F. Fox, AKC., J. R. Watkins, S. A. Toms, E. M. Garrett, R. B. Fry, H. B. Husser, H. J. Barbour, R. E. Hopper, W. M. Hanelt.

Second row, L. to R.

W. F. Lyons, R. S. Miller, G. D. Neice, P. House, G. M. Orlando, R. H. Wagner, A. J. Simon, F. W. Moran, J. A. Norris, T. B. Gillam, Z. G. Talbert, J. Eyen, C. A. Jaffarian, D. A. Roehlen, G. A. Cannata, J. H. Patrick, R. E. Blakemore, D. E. McGinnis.

Third row, L. to R.

R. G. Winks, T. F. Phillips, A. D. Bryant, J. Medino, J. B. Hamel, F. H. Wright, W. G. Purdy, T. Stull, W. S. Meiss, T. M. Burgess, W. T. Jones, E. S. Crandall, R. Mugavero, M. Craven, G. E. Pooler, J. P. Jones, L. E. Robinson, J. H. Hamel, P. N. Perrotta.

S-2 Division



First row, L. to R.

B. L. Maroney, L. Stringer, F. R. Parana, L. H. Cromiter, PACT. R. G. Baum, L. Wallace, SDC, A. Jones, L. Green, H. L. Smith, J. L. Thomas, R. Dunston.

Second row, L. to R.

Mercer, H. L. Price, T. Shaw, R. Damsby, C. Cutler, R. Timmons, A. T. Baker, R. Felton, C. Boone, H. Ellis, E. J. Scott.

Third row, L. to R.

J. E. Smith, C. A. Andrews, J. Louis, R. Garlin, J. A. Long, J. Johnson, J. Garner, J. F. Smith, B. Simmons, F. Howard, D. Dumalo, A. C. Marion.

S-3 Division



First row, L. to R.

J. T. Elliott, A. J. Tauro, H. Boyd, J. T. Fisher, W. S. Goodwin, L. H. Thurman, R. E. Holmes, CSC., CHPCLK. A. J. Stefkovich, W. Bolin, CSC., M. J. Conway, R. H. Thornton, W. M. Gordon, E. L. Turner, R. E. Sampson.

Second row, L. to R.

J. T. Kelso, W. H. Lee, G. W. Gilbert, M. J. Stich, J. L. Ciadella, D. J. Jewel, E. Wood, W. G. Panton, P. T. Pappas, S. E. Wade, C. R. Priest, B. A. Elsing, H. J. Peterson, B. D. Pearson.



First row, L. to R.

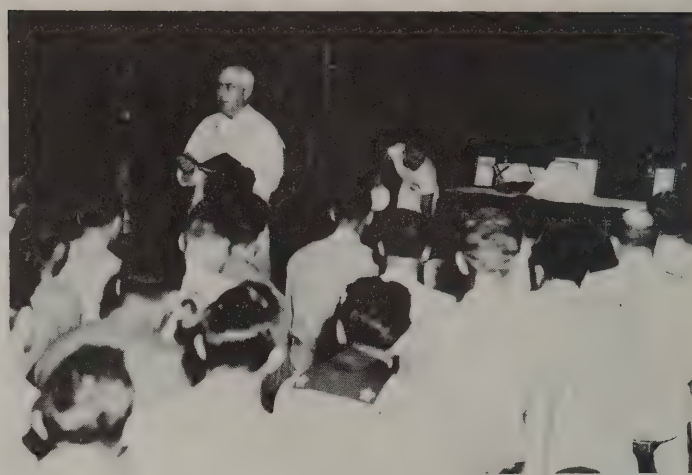
T. E. Elmore, R. Holdorf, P. W. Eckert, D. R. Price, J. J. Caplan, J. Roberts, T. F. Lynch, CHPCLK. A. J. Stefkovich, M. E. Leggett, H. D. Edgar, H. D. Barricks, H. A. Weston, R. C. Machado, J. L. Wilcox, J. C. Andrews.

Second row, L. to R.

V. Pinyati, J. King, C. D. Simpson, F. R. Tyler, J. P. Murphy, W. L. Luginbill, J. D. Smith, A. T. Kinch, J. A. Martin, J. Berds, H. D. Chambers, R. K. Story, J. G. Nye, A. P. Caruso.

Third row, L. to R.

P. D. Long, H. Hinton, J. T. Nester, J. Holmes, S. Bunes, H. M. Harris, J. Tuttle, H. D. Bracken, C. D. Brill, M. N. Burcham, R. M. Reitz, J. A. Aarup, J. Demo, H. Robert.



Morale

The Morale section plays an important part in the SAIPAN's organization. This group is headed by the Chaplain, who coordinates such activities as basketball, baseball, softball and boxing. The publishing of the SAIPANORAMA, the ship's newspaper, the production of this cruise book, the upkeep of the crews lounge, maintenance of the library, and similar activities are the responsibility of the Chaplain and his two enlisted assistants.

It is the Chaplain's men who, early each Sunday morning, arrange benches, hymn books and the pulpit for the several Sunday church services.

The Chaplain and his men do their part in making the U.S.S. SAIPAN a "Good Ship."



HU-2



First row, L. to R.
B. Hurley, L. B. Dolan.

Second row, L. to R.
M. T. Zonsa, Lt. W. D. Wendell,
LTJG. H. G. Nulton, L. P. Mazza.

THE AIR GROUP

The sole reason for an aircraft carrier's existence is to provide a mobile airfield and maintenance facilities for the air group embarked, the striking force of a carrier. The squadrons which make up the air group are composed of the types of planes necessary for the mission assigned the carrier. In addition to pilots and air crewmen, the air group also furnishes maintenance personnel to keep the planes available for flight.

For the "Med" Cruise, the air group embarked aboard the Saipan consisted of Fighter Squadron 42, plus detachments of Composite Squadron 4, Composite Squadron 12, Composite Squadron 33, and Helicopter Squadron 2.

Fighter Squadron 42 was made up of eighteen F4U-4's, the renowned "Corsair" fighter. As a fighter squadron, their mission was to participate in strikes against enemy forces and to protect the ship from any attack. For armament, they carried machine guns, rockets, and bombs.

The four-plane detachment of Composite Squadron 4 was a night fighting unit. They flew the F4U-5N, a Corsair specially modified for night flying. Its airborne electronic equipment enables it to seek out targets at night. They were responsible for night flights which could not be handled by the day fighters.

Composite Squadron 12 consisted of four AD-3W's, a special modification of the Douglas Skyraider, acting as an airborne early warning detachment, responsible for scouting out and reporting the location of enemy forces to the ship's Combat Information Center. Their radar equipment enables them to detect ships and aircraft long before they are within range of a ship's radar system.

Composite Squadron 33 flew two different types of planes, four AD-3N's and two AD-4Q's, both types modifications of the versatile Skyraider. The AD-3N's were night attack planes and for this purpose were equipped with the latest in airborne electronics. The AD-4Q's were used as tow target planes for anti-aircraft defense drills.

Helicopter Squadron Two was represented by a HO3S-1 Sikorsky helicopter which was used as a plane guard during landings and take-offs. Fortunately, the HO3S-1 services were never required, but it was reassuring to all, and especially to the pilots and flight crews, to know that the "windmill" was standing by to rescue any "downed" individuals. The helicopter was of inestimable value in many other ways — speedy transfer of personnel, often when boating was not practicable, the pick-up and delivery of mail and general utility.

Squadron Officers



First row, L. to R.

LTJG. J. M. DUNCAN, VF-42, LTJG. J. W. HINKLEMAN, JR., VF-42., LT. S. W. HERMAN, VF-42., LT. B. L. TRAGER, VC-12., LT. J. F. BUTLER, VF-42., LCDR. R. B. SPENCER, VF-42., CAPT. R. W. D. WOODS, COMM. OFF., LCDR. J. L. STOWE, VF-42., LT. W. E. BEHRINGER, VC-4., LT. W. F. BLAND, VC-33., LTJG. R. T. JANIEC, VC-33., LTJG. R. A. HILL, VC-33., LTJG. R. A. BALKEY, VC-12., LT. E. F. ARNOLD, VC-4.

Second row, L. to R.

LTJG. R. K. MCDANNOLD, VF-42., LTJG. F. L. AMES, VF-42., LTJG. T. W. MULLEN, VF-42., LTJG. S. M. HAYES, VF-42., LTJG. L. W. DOYLE, VC-12., ENS. J. W. JONES, VC-4., LTJG. S. STRINEKA, VC-12., LTJG. W. M. HEPBURN, VF-42., ENS. P. R. RUPPERT, JR., VC-4., LTJG. J. J. KIRBY, VF-42., LTJG. J. Z. PLINE, VF-42., LTJG. S. H. LUCAN, VF-42., ENS. E. C. ENGLISH, VF-42., LT. F. W. BLAKE, VC-12.

Third row, L. to R.

ENS. J. J. WODJENSKI, VF-42., ENS. D. W. EBLING, VF-42., ENS. G. D. BRISCOE, VF-42., ENS. C. J. KETCHMARK, VF-42., ENS. G. A. WEEKS, VF-42., ENS. C. J. MCCRANOR, VF-42., LTJG. L. C. MILLS, VF-42., LTJG. L. R. WILLS, JR., VF-42., ENS. B. KELSEY, VC-33., ENS. D. R. HUBBS, VF-42., ENS. D. G. RASKOB, VC-33., ENS. R. KRIZNER, VC-12., ENS. J. H. NORRIS, VC-4., ENS. A. O. VOIGT, VC-33.

VF Squadron 42



First row, L. to R.

D. W. Bagg, D. F. Elliott, N. Mangouran, D. J. Curtin, P. J. Connolly, R. P. Ruth, B. C. Stewart, L. J. Feinen, R. R. Lillie, D. C. Scanlon, S. A. Martin, L. C. Grant, J. E. Marden, D. C. Sharrard, L. W. Berkel, W. F. Heinshon, W. F. Argabright, D. E. Tuttle, J. J. Seider, C. G. Middleton, R. F. Johnson.

Second row, L. to R.

D. J. Dennehy, C. O. Bissel, T. C. Craighead, C. E. Tillery, J. C. Slay, A. R. Yewell, J. D. Hughes, J. T. Knapp, W. C. Zarembe, F. Hoole, W. F. Petsch, E. C. Nord, Ens. D. R. Hubbs, LTJG. J. W. Hinkelman, Jr., R. T. Swinney, E. J. Hocker, H. S. Sutliff, S. R. Saksa, G. R. Stoker, W. J. Pollock, A. J. Ferranti, T. R. Carter, A. C. Bowman, R. E. MacGregor, K. M. Dingmen, G. A. Sakey, K. E. Balt-haser.

Third row, L. to R.

W. C. Handback, J. M. Depant, F. P. Lombardi, G. A. Scott, T. G. Frase, A. S. Teixeira, R. H. Blatt, S. W. Bell, W. F. Williams, E. R. Langston, R. Coleman, T. C. Lawyer, C. J. Mellott, M. H. Toner, K. L. Tilly, F. P. Blair, E. L. Howe, R. A. Stockwell, E. C. Padgett, Q. M. Redden, R. W. Bolton, W. P. Gerth, H. D. Edgar, L. C. Willey, R. H. Anderson, J. W. Wierema, R. D. Hastings.

Third row, L. to R.

J. B. Dinton, J. N. Siko, K. B. McArthur, R. G. Frame, M. A. Hudson, R. A. Neston, C. Keitch, E. T. Rouse, H. E. Baker, C. A. Briggs, J. W. Taylor, T. W. Bugalski, F. C. Toth, T. Williams, J. H. Dorsey, J. R. O'Connell, H. H. Mansel, J. W. Sarako, E. H. Hering, W. E. Craft, A. V. Barber, C. Hopkins, J. F. King, G. H. Dworak, M. E. Blankenship, W. J. Grant, C. S. Aaron.

VC Squadron 4



First row, L. to R.

D. P. Charles, S. Pelle, ENS. J. H. Norris, LTJG. J. W. Jones, LT. W. E. Behringer, LT. E. F. Arnold, LTJG. P. R. Rupert, Jr., N. J. Lafi, L. J. Pilli, J. P. Skidmore, G. W. Barrack.

Second row, L. to R.

A. E. Miscrocchi, W. I. Chenault, C. R. Grosch, J. E. Lynch, G. D. Hammack, D. McJolly, R. F. Kuzia, M. A. Witherspoood, T. R. Crump, W. E. Roberts, R. E. Grosskrueger.

Third row, L. to R.

E. J. Karhan, M. Depalo, B. R. Thompson, B. Roberts, A. L. Hensley, V. J. Hintz, J. W. Landrum, F. A. Parshall, R. G. Barrack.

VC Squadron 12



First row, L. to R.

ALC. J. A. BRIDENBAUGH, ALC. R. A. COTTON, ADC. C. A. FORMAGIONI, LTJG. S. STRINEKA, LT. A. A. RYTTER, LT. F. W. BLAKE, LTJG. R. A. BAEKEY, LTJG. L. DOYLE, ENS. R. KRIZNER, ENS. E. C. ENGLISH.

Second row, L. to R.

R. L. Bernier, L. Bennett, S. J. Murphy, P. L. Curatlo, E. Tkacs, J. P. Kelley, R. K. Belmore, G. Smint, F. E. Jones, J. C. Walsh, R. A. Knipher, L. L. Brown, A. A. Berube.

Third row, L. to R.

J. L. Mullins, D. E. Calkins, R. Hamilton, J. L. Freeman, H. O. Reid, F. L. Zak, C. G. Barnes, M. N. Tanner, H. Sims, W. E. Harris, S. R. Brewer, R. W. Griffith.

UC Squadron 33



First row, L. to R.

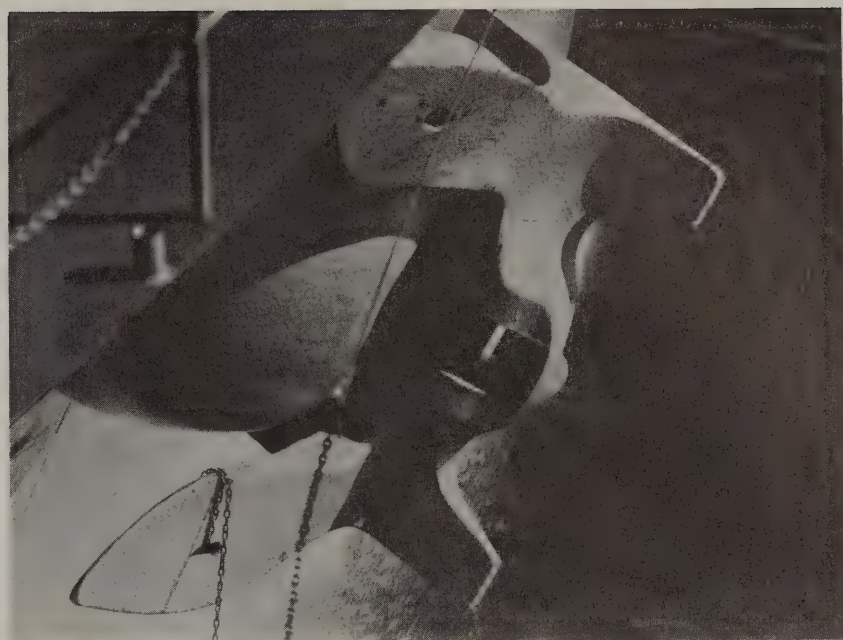
R. T. Rakes, R. J. Tuffo, R. W. Olson, N. H. Brooks, V. J. Oleson, M. C. Oliver, A. E. Horton, W. F. Reddout, H. V. Ross, L. A. Van Wart, W. Wilson, J. L. Taggart, O. T. Rich.

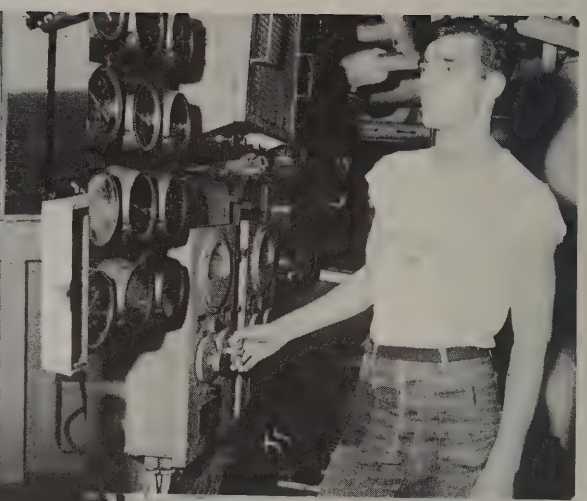
Second row, L. to R.

J. J. Heally, Z. T. Cross, ENS. D. G. Raskob, ENS. A. O. Voight, LTJG. R. T. Janiec, LT. W. F. Bland, LTJG. R. A. Hill, ENS. B. Kelsey, J. W. Moore, Jr., J. R. Demo, B. E. Bilyeu.

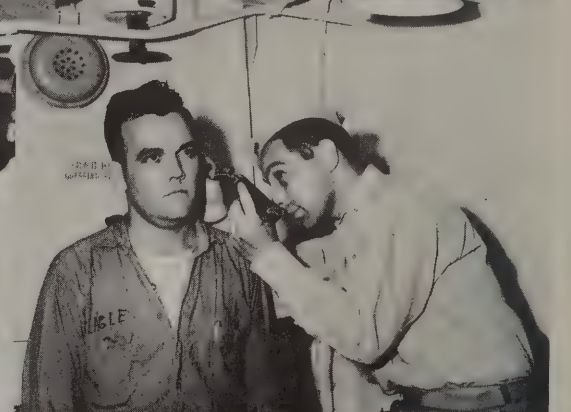
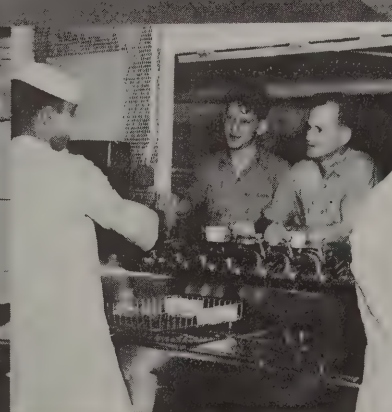
Third row, L. to R.

J. E. Gulledge, P. Cadem, R. J. Larriza, A. J. Reinsdorf, A. R. Collison, L. D. Reid, E. F. Swinton, A. V. Kisner, R. A. Lewis, Jr., H. J. Uphoff, F. J. Arndt, J. H. White, L. L. Powell, H. S. McPherson, C. D. Moore, E. J. Reed, F. J. Murray.





ACTIVITIES



CAPTAIN WOODS

SAIPANORAMA

Chaplain's CORNER

Italy
country we will visit
to see too much of this
ourselves, fortune tellers
Florence, Germany
Italy, proud of their
that modern of their
world, land, they

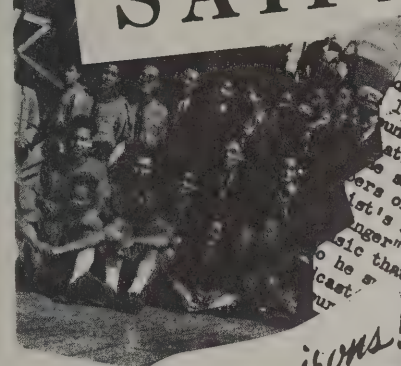
18 APRIL 1951

MY ARM!

"Ouch, my aching arm!"
the familiar phrase uttered
our crew and squadrons who
bravely staggered through the
lines of or shot hazy corps-
men. "Inactivism" seemed cry
Chief will herein in Septem-
se reference Department Ann-
all of them will be disc-
by the end of the year.
The Navy and Air Force
at releasing their inact-
these ves in July, and will
be home in "substantial" num-
by October.
the inactive Reservist
3 or longer starting
July, 1952 the De-
said. ▲

WE TRY TO PLEASE
TUNIS BOY SCOUTS
VISITS SAIPA

The Girl I Left Beh



We Should be in irons!



INTER-SERVICE PHOTO
TO BE CONDUCT

HELLO

TUNISIAN 'CATS' TRIM
SAIPAN 58 to 49

The Tunisian Athletic Club
team, defeated the

HINTS ON FRENCH PORT'S

of France, known also as the River
rida is tr United States - on
ig, noisy a great tion and
a great offerin
ould want
Is Palm Be
international so
Cannet, abor

*I don't care if you are
a mermaid, you're still
out of uniform!*



GOOD-BY

Smoker

U.S.S. SAIPAN CVL-48
APRIL 16 1951

MORNING PRESS IS A DAILY PRESS
SHIP IS UNDERWAY

SAIPAN GROUP HAS AUDI
WITH PO

SAIPANORAMA

for winter sp or
for beginner

RIVERLA

on matter
boating, ten

SAIPAN TAKES BASEBALL CLUB
TAKES TUNIS 20 to 1
baseball team represent-
SAIPAN, defeated the
club of Tunis, 20-1,
ernoon at 1st Gou-
LTA

GABRIELTER

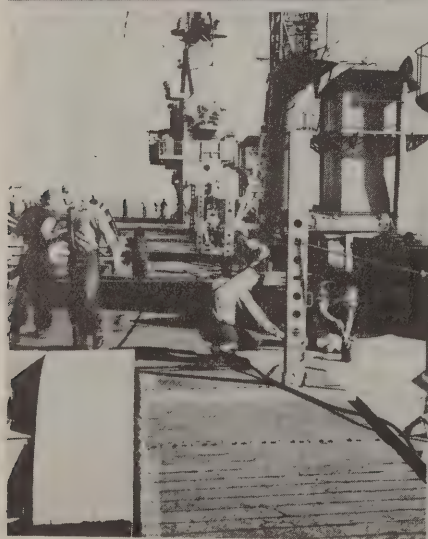
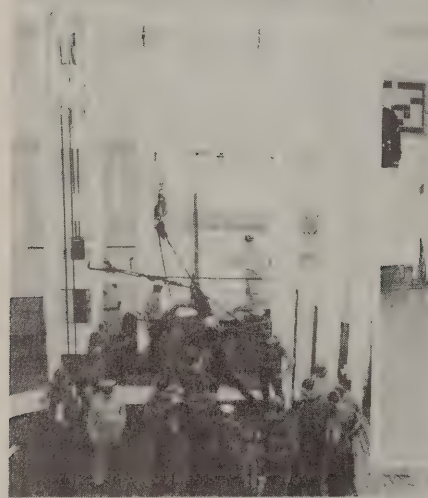
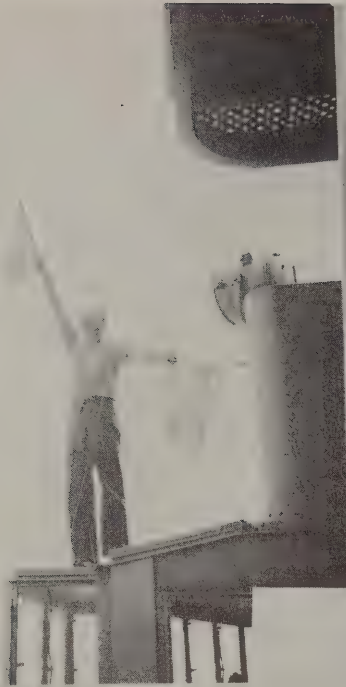
was known once as one of the "pillars of -
for centuries mariners did not dare to take
as captured the Rock in 711 A D, under
ed it Gabel Tark which
then corrupted

WORD FROM THE
"Y'S"
Time comes from
up Gabalter

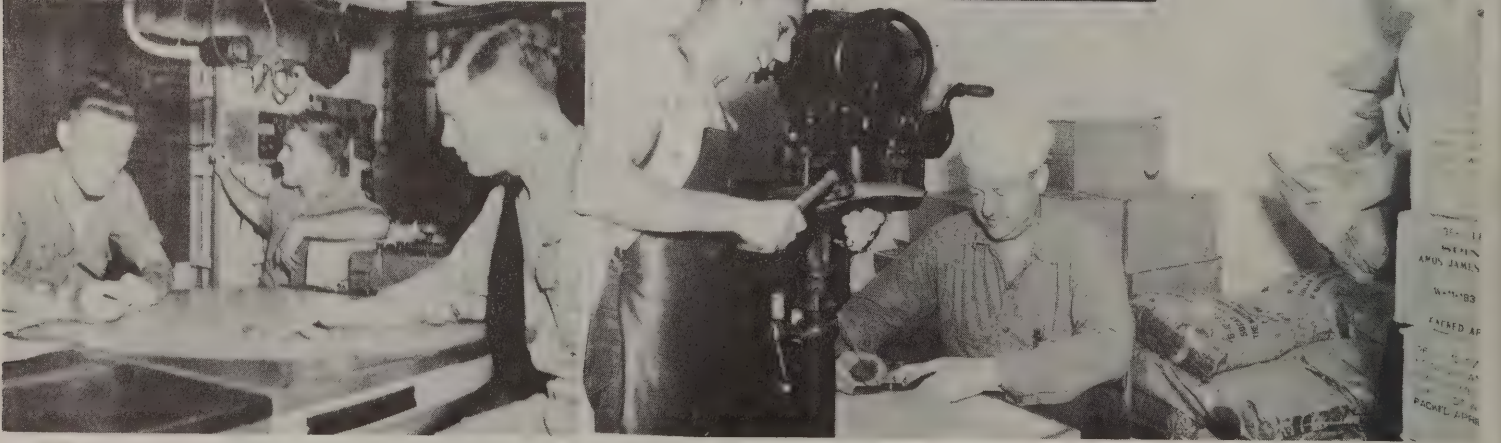
VOLUME 5 NO. 7

8 MAY 1951

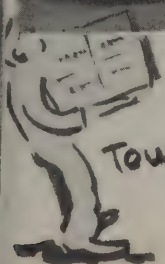
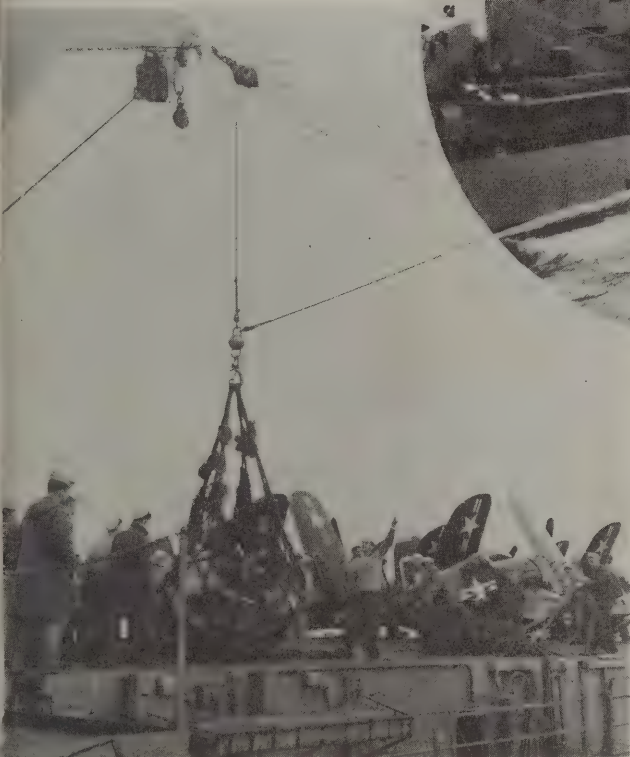
"ALL ROADS LEAD TO ROME"



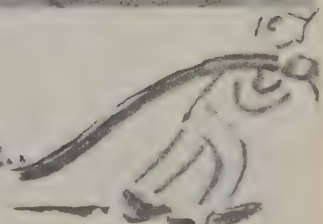


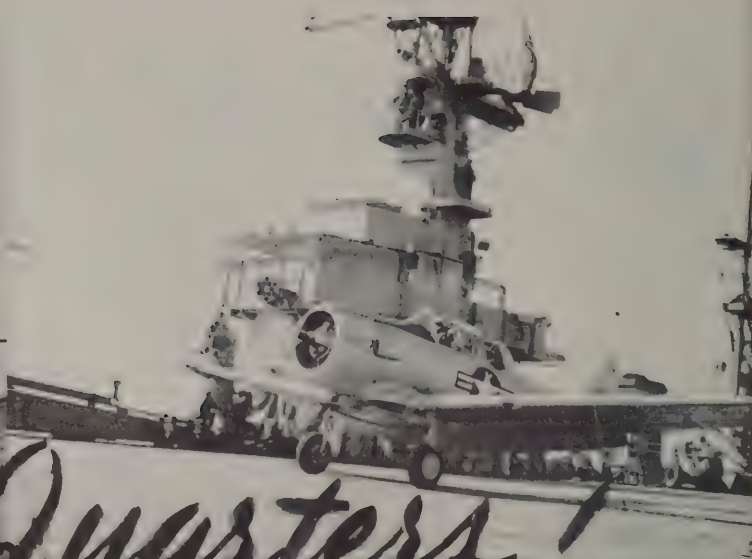


Fuel and Provisions!



TOW THAT BARGE! LIFT THAT BALE! GET A LITTLE DRUNK.

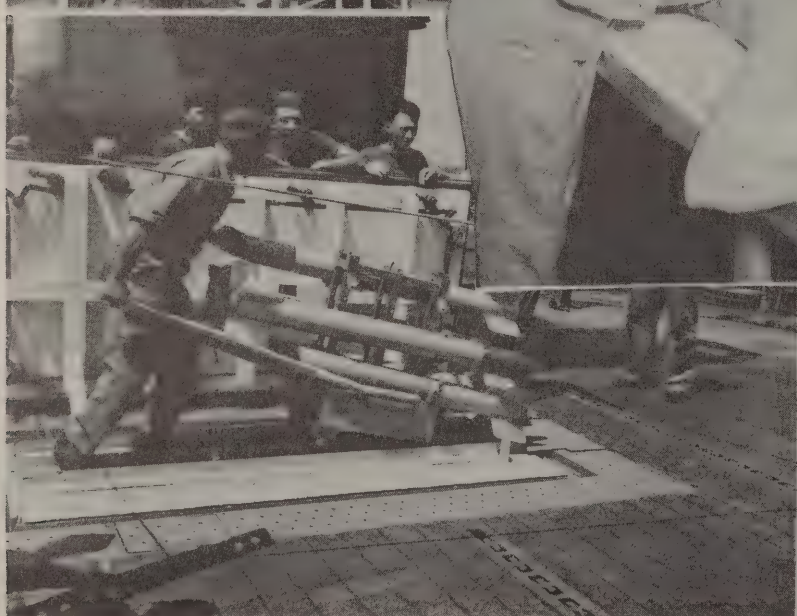




Flight Quarters!

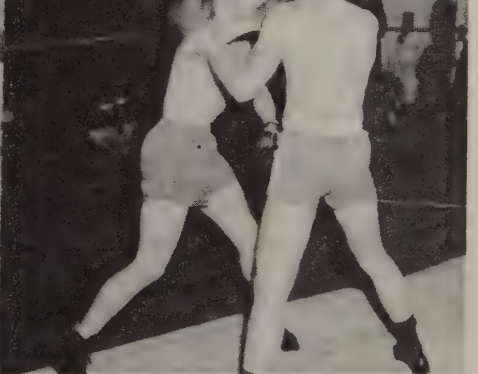
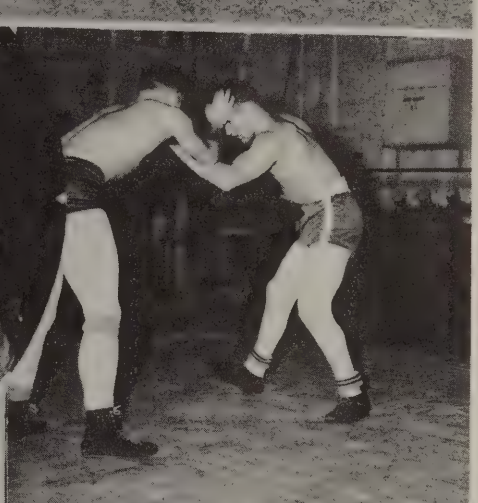
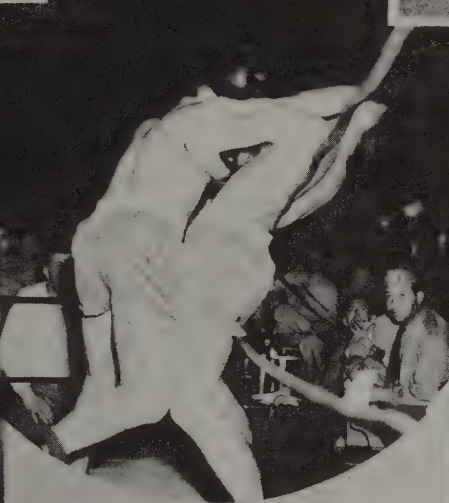
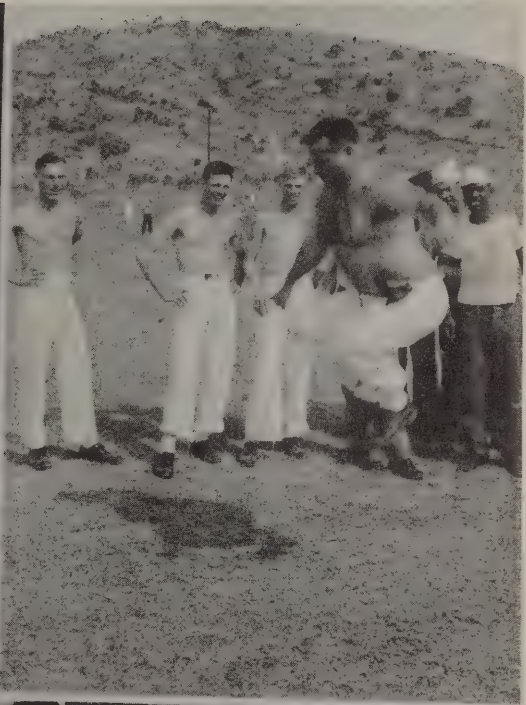
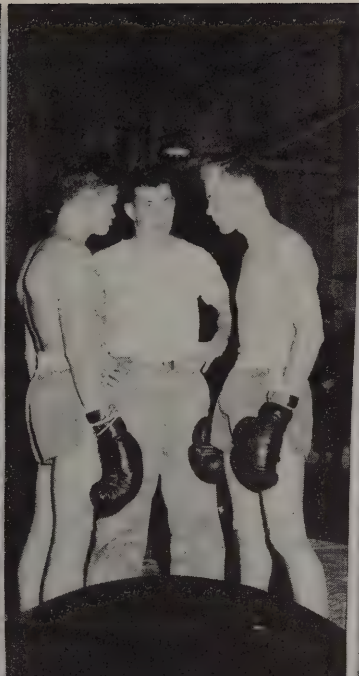
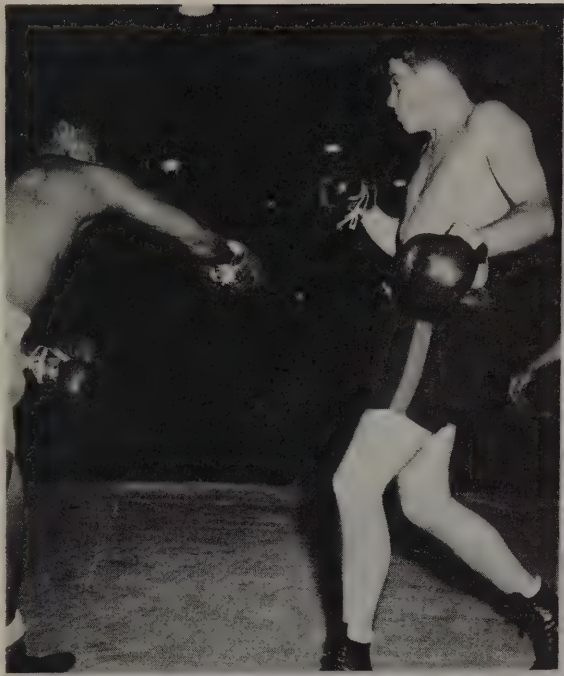
















Gtmo and Jamaica

For half a century now, Guantanamo Bay and the Navy have been inseparable. Lying on the southeast coast of Cuba, Guantanamo Bay has been a port of call for naval vessels ever since the Spanish American War. Nearby, on the low coastal shelf at the foot of the rusty tan mountains, are Caimanera and Guanatanamo City. These towns, despite their less than fragrant aroma, offered limited opportunities to sample spicy Cuban food and to make a low gear speed run. We will all remember, too, the inevitable church on the plaza, the small Cuban horses, and the ever-present coffee-colored kids with their "Shine, Joe?"

But for all the "native charm," the naval base recreation facilities and ship's service were the most popular spots ashore. We found the best buys in alligator goods, Cuban cigars and other souvenirs to be at the ship's service rather than in the native shops.

The five weeks at Guantanamo will be remembered most for the terrific pace of the training program. General Quarters, Battle Problems and Damage Control became the daily routine. The grand finale was the Operational Readiness Inspection. The Training Command was a rugged taskmaster but we all admitted that the grind had been good for us.

A pleasant break in the training program came with the weekend visit to Kingston, Jamaica late in January. Though only 90 miles from Cuba, this British Crown Colony could not be more different if it were 9,000 miles away. Kingston, with its blend of "Old England" and tropical Africa in a picturesque setting, won the admiration of all hands. "... Let's operate from here ... This is the port!" ... was the reaction to Kingston's panorama of colorful homes, pleasant shaded streets and prosperous shops. This city, now 120,000 in population, was almost completely destroyed by fire and earthquake in 1907, and was rebuilt with the usual British industry.

Additional color in this predominantly Negro community comes from the numerous Chinese and Indians who have immigrated to this island from Asia. As usual, these oriental merchants insisted on lengthy discussions as to the quality and price of their silverwork, straw hats, bags, etc., before concluding a sale.

A fitting climax to our weekend in Jamaica was provided by the very fine all hands dance and party at the modern Myrtle Bank Hotel.



1. Going ashore at Gtmo.



2. Ye Olde Beer Hall



3. Buying souvenirs at the
Base Exchange (Gtmo.)



4. Myrtle Bank Hotel



5. The Cathedral in Jamaica

Gibraltar



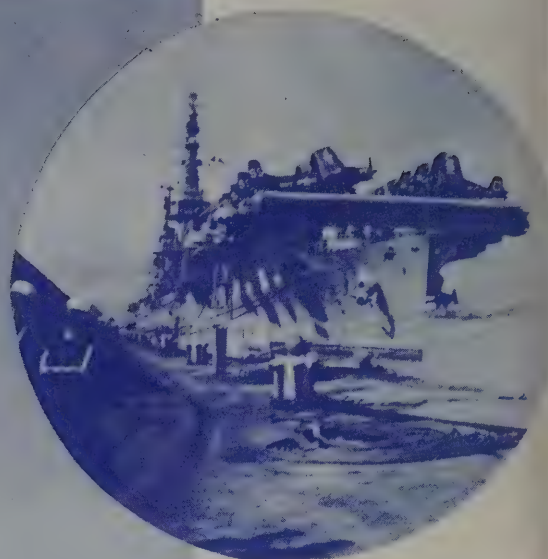
Early on March 16 the portholes of the Saipan were crowded with faces eager for the first sight of Gibraltar. No ordinary coastline or range of rocky hills could appeal so powerfully to the imagination as these "Pillars of Hercules."

Covered by a tantalizing fog which gradually rose unveiling dramatically this unique sight, there appeared what we could easily imagine to be a crouching monster, a gigantic sphinx set to guard the Mediterranean. Three miles long and about fourteen hundred feet high, this majestic rock had seen the conquest of Spain by the Moors, their expulsion by Isabella and Ferdinand, the departure of Columbus and his triumphant return. And now we were looking at it, this British fortress, the proverbial symbol of endurance and strength to all the western civilization.

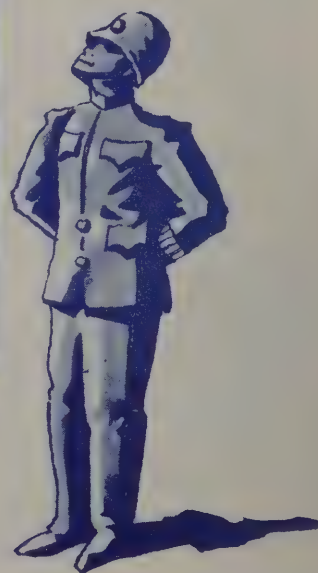
Looking across the stretch of water we discerned clinging to the side of the rock a group of yellow stucco buildings, a town, but as insignificant, at this distance, when compared to Gibraltar, as barnacles on a ship's bottom. But when liberty was granted until 1600, this town took on new meaning for us. We found it a curious mixture of East and West with modern cars and shops situated along narrow crooked streets. Evidence of the English domination of Gibraltar is found everywhere. However, there was a large proportion of Moorish, African and East Indian merchants who, as well as the patient donkey, gave this corner of Europe the unmistakable flavor of the East. Hurriedly we bought souvenirs for the folks at home before getting back to the ship to move into the Mediterranean.

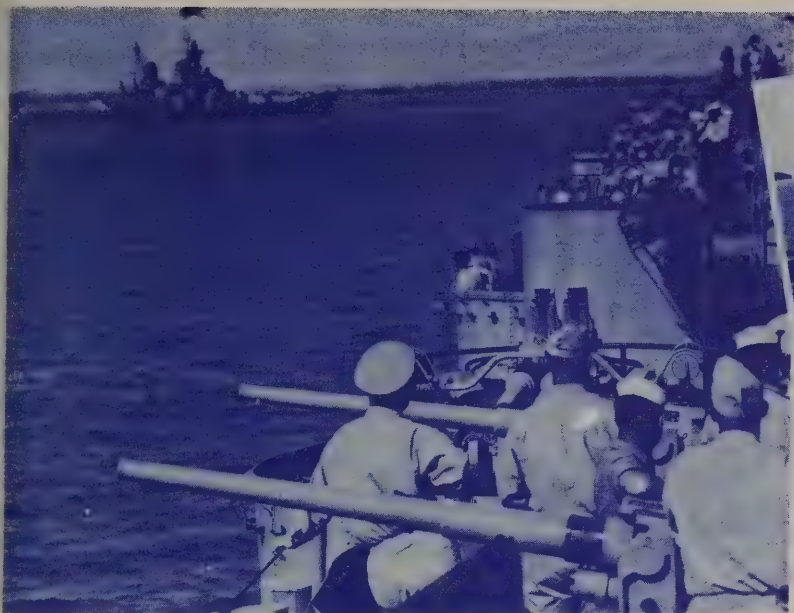


2. A flight deck view of the City behind the Rock



1. Moored at Gibraltar





1. Standing by to fire salute



2. Set the special mooring detail



3. The Rock Hotel



4. Shopping and sight-seeing



Riviera...

The Riviera, in the words of the travel folders, is France's Garden of Eden. The fabulous stretch of coast known as the Cote D' Azur extends from Marseilles to Menton and enjoys a world wide reputation for unrivaled beauty and variety. The blue Mediterranean sea rolls at the base of snow capped mountains. Surprisingly, with the wind in certain directions, the sea becomes very rough and this was unfortunately the case during our stay there. A visitor is astonished at the sight of streamlined modern automobiles purring past houses a thousand years old, and sophisticates rubbing elbows with that most bourgeois of all men, the native Frenchman. Along the 200 mile azure coast an amazing concentration of splendor richly entitles Riviera to its standing as one of the showplaces of the World.

Nice, famous for its carnival activities, especially the "Battle of the Flowers," was the recreation ground of the sailors. This large, cheerful and somewhat noisy city had much to offer to the men. Its theaters, casinos, splendid hotels, and restaurants satiated the tastes and desires of many.

Cannes is one of the oldest and perhaps the most aristocratic of the Riviera winter resorts. With its many opulent villas, hotels, casinos, and bars, it gives one the sensation of being a millionaire for a day. On the Boulevard de la Croisette along the shore are located the famous hotels and palaces occupied by kings, princes, and great personages. The beautiful countryside smelled of jasmine and roses.

The pocketbooks of the personnel of the Saipan did not permit many to play roulette at Monte Carlo but many did at least satisfy their curiosity and visit the well known Casino. This majestic building ornate as a wedding cake, was designed and built by Charles Garnier, the designer of the Paris Opera House.

On the Riviera, in the height of the season, one will never have a dull moment. Beauty, gaiety, gambling and sporting events are all there.



La Côte D'Azur



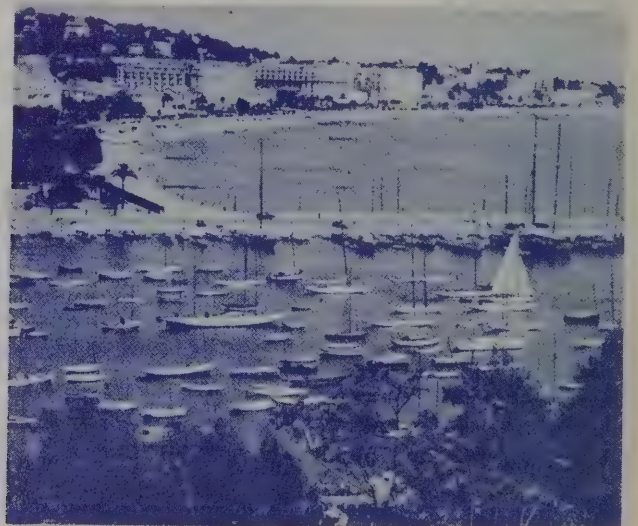
MENTON



Views On



the Riviera





1. Along the Riviera

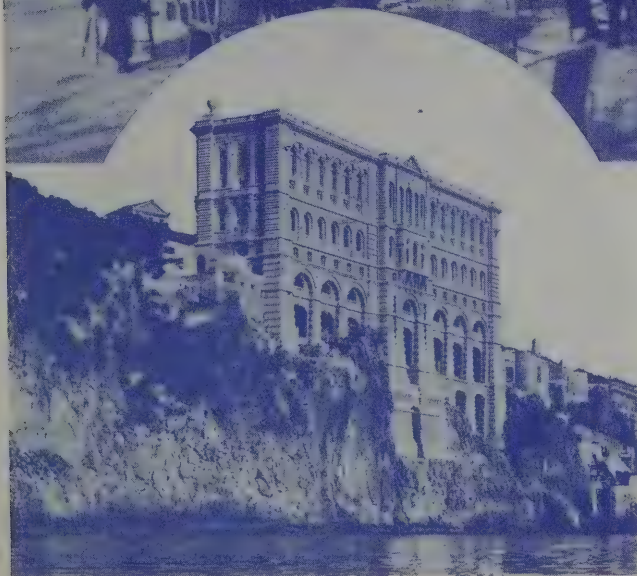


2. Familiar spot

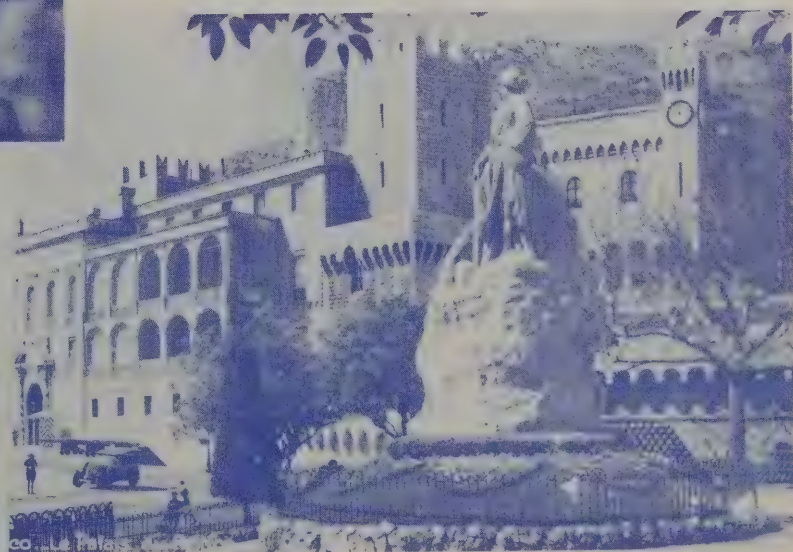
3. Information and relaxation (Golfe Juan)



4. Travelers of Nice



5. Imposing building on the Riviera



6. Prince's Palace at Monaco

1. The little village of Grasse

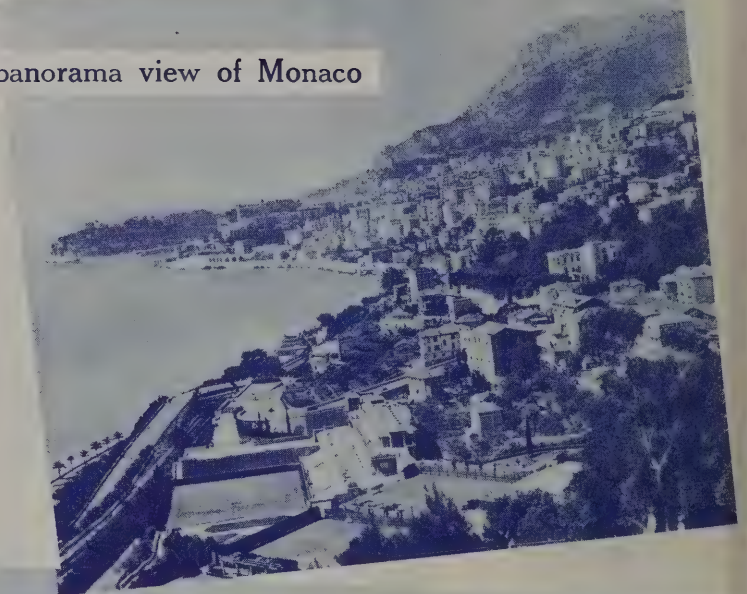


2. Entrance to the Prince's Palace (Monaco)



3. The Casino at Monte Carlo

4. A panorama view of Monaco

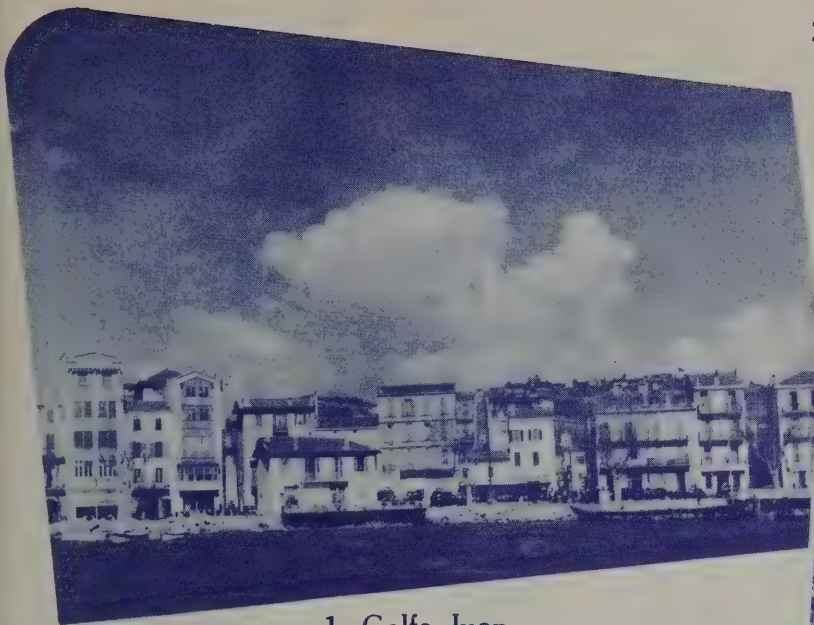


5. Getting a birds-eye view of the Riviera Coast

2. Ruins of Monument built by Ceasar Augustus



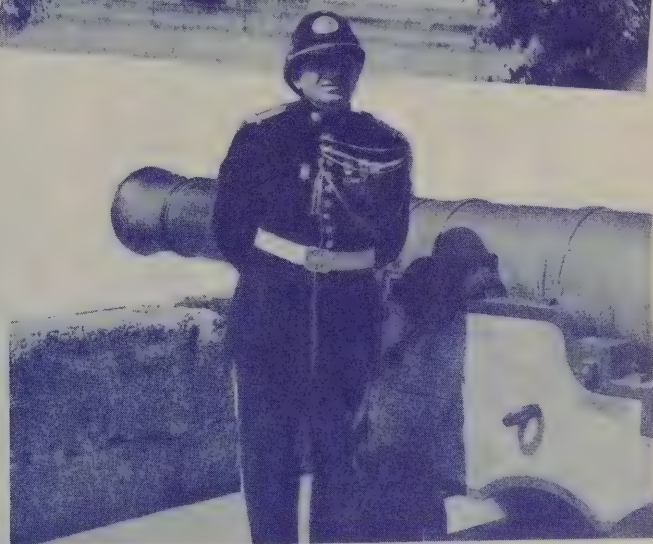
1. Golfe Juan



3. Front view of Casino at Monte Carlo



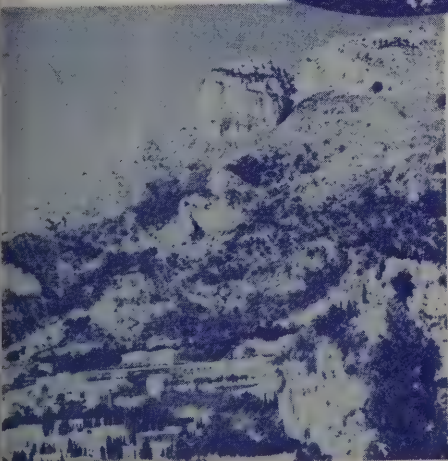
4. Guarding the coast



6. Back to the ship



5. Behind the City of Monaco



1. The little village of Grasse

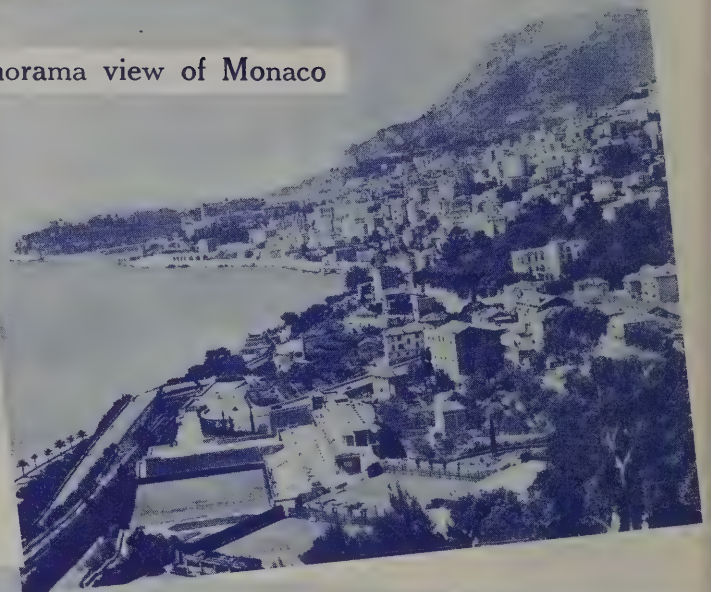


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4. A panorama view of Monaco



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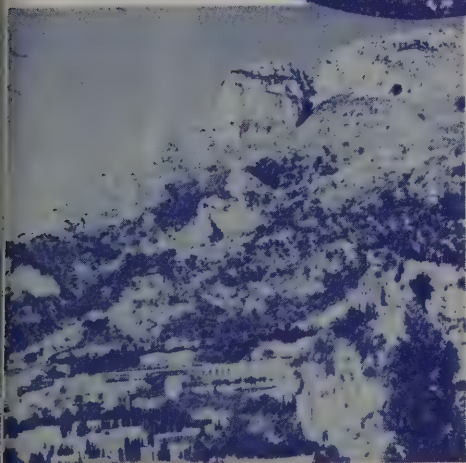
3. Front view of Casino at Monte Carlo



4. Guarding the coast



5. Behind the City of Monaco



6. Back to the ship





1. Monument in Nice to honor dead of WWII





ITALY

On the 13th of April the U.S.S. Saipan, in company with various other units of the SIXTH Fleet, stood into Taranto harbor, scene of a devastating British air attack on the Italian Fleet early in World War II. It was the first time the Saipan and many of us had seen an Italian port. Contrary to its famed reputation for fair skies, it was "rainy" Italy that first day. Rain or not, a third of the crew went ashore.

Taranto is a naval base of considerable size. However, of more interest to all hands were the Italian hard crust sandwich buns, liberally stuffed with ham and cheese, and washed down with red wine.

Our second Italian port of call was La Spezia on the Italian Riviera. Here it was indeed "sunny" Italy. The sky was blue, the Mediterranean a turquoise hue. Pink and white villas dotted the hills surrounding the city. La Spezia is Italy's largest post-war

naval base. In strong contrast to the beauty of the harbor were the sunken wreck of a merchant ship scuttled by the retreating Germans to bottle up shipping remaining in the harbor and the burned out hull of an Italian man-of-war. It was evident that La Spezia had taken a terrific amount of punishment during the last war. Even though a great deal of repair and construction has been effected, many "bombed out" buildings still remain.

La Spezia's shops were full of accordions, mandolins and guitars. Scores of instruments came back to the Saipan. A particular favorite was the small, one-octave accordion. The noise (or music, if you will) did not die down for weeks.

The inhabitants were for the most part very friendly. This was particularly true of the Italian Navy. The civilians took a great interest in the U. S. Navy, as was indicated by the numerous requests to come aboard and look around the ship.

It was from La Spezia that most of the Italian tours were arranged. These were ably managed by C.I.T. "George" and "Sam," one or both of whom were always on hand to welcome the Saipan upon its arrival in French, Italian and Sicilian ports. Close by was the harbor and fishing village of Lirici where the English poet Shelly spent many years and died tragically by drowning.

Only 35 kilometers down the coast is Pisa, famed the world over for its "Leaning Tower." Of equal interest were the Cathedral, where Galileo observed a swinging lamp and as a result developed the pendulum.

Florence, the home of the Renaissance and a splendid center of art is further inland. It is famous for its great domed cathedrals, the statues of Michelangelo, the palaces of the Medici, and the Ponte Vecchio, a bridge where the goldsmiths have built their homes and shops. We enjoyed seeing the great palaces, and the shops displaying the excellent hand-tooled Florentine leather work.

The high point of the visit to Italy was, for many of us, the tour to Rome. This beautiful city was all that we had expected. Countless churches, both magnificent and humble, confronted us everywhere. Palaces, fountains and art treasures abounded. We saw the Vatican and the magnificent Sistine Chapel with its famous frescoes by Michelangelo.

The audience with the Pope was a thrilling and impressive experience. Accompanied by Swiss guards, priests and monsignori, the Pope spoke to some 450 of us, including our Captain and Chaplain and men from other U. S. ships. To see and hear this man, the spiritual leader of millions, made the cruise a memorable pilgrimage.



ROMA

SAIPAN GROUP HAS AUDIENCE WITH POPE PIUS XII

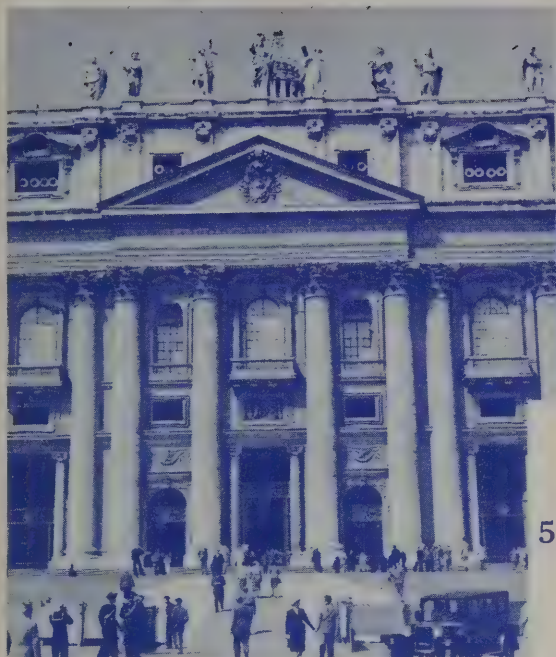
The climax of the Mediterranean cruise for 125 men of the SAIPAN was their visit to Rome on 8 MAY. They firmly realize the truth of the words "All roads lead to Rome". Indeed, this city Christianity birth and we may say a new history began.

The high point of this tour was the audience with Pope Pius XII. It was shared by a few civilians and about 150 sailors of other ships.

VOLUME 5 NO. 7

"ALL ROADS LEAD TO ROME"





1. The entrance to St. Peter's Basilica



2. In tribute to Martyrs



3. Entrance to the Catacombs

5. Column of Marcus Aurelius



4. Visiting the Catacombs



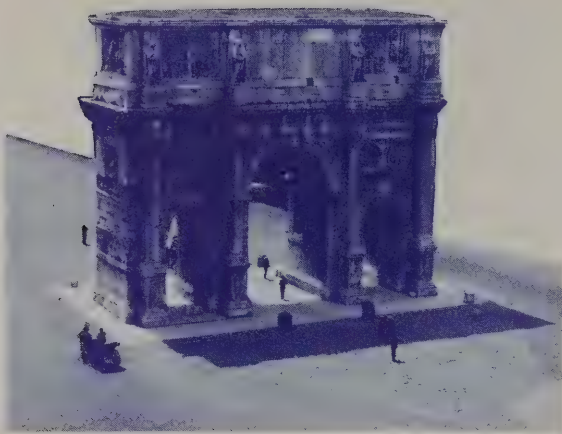
6. In a Monastery Garden



7. Sunday morning at St. Peter's



8. The Colonnades in front of St. Peter's



1. The Roman Arch of Triumph

2. Streets of Rome

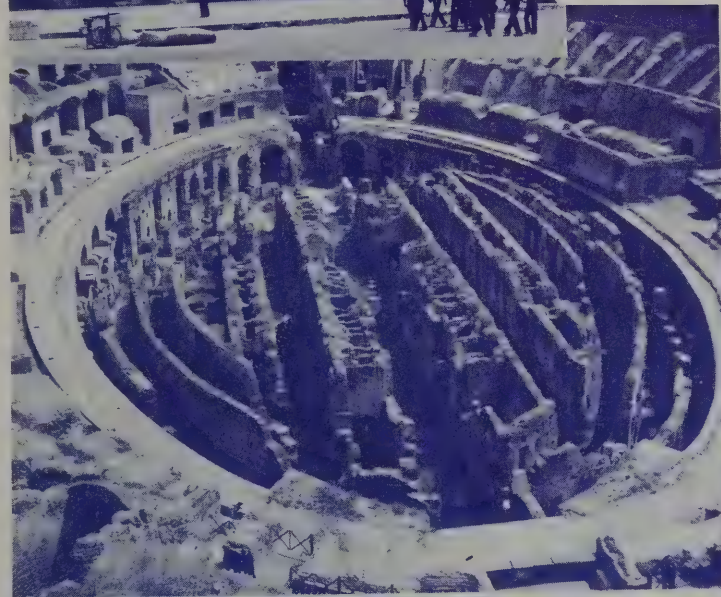
3. Monument of Victor Emmanuel II,

Tomb of the Unknown Soldier





1. The Colosseum

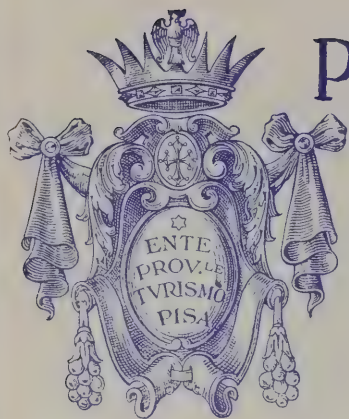


2. Interior views of the Colosseum



3. Roman Forum - The Ruins of the Saturnine Temple





PISA, FLORENCE...



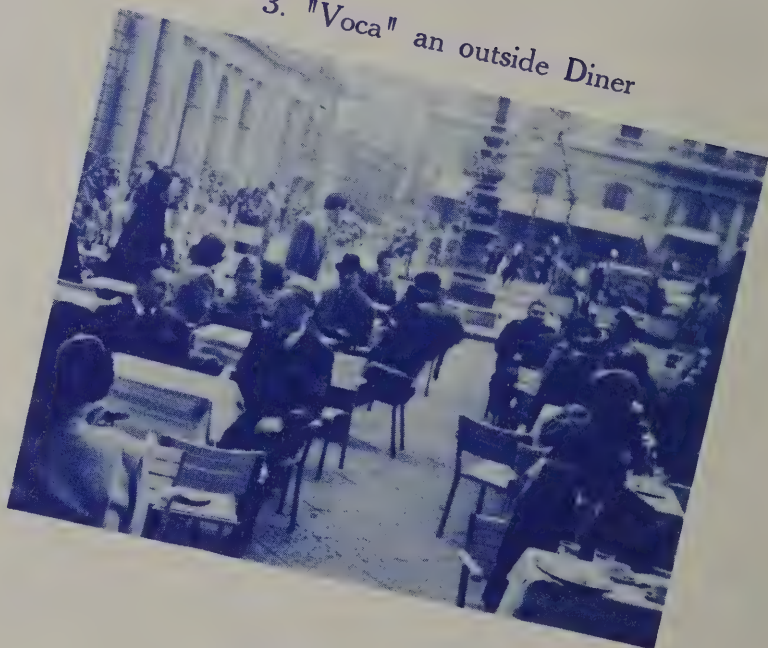
2. Street Scenes of Florence



1.
The Leaning Tower of Pisa



3. "Voca" an outside Diner





SICILY

Our cruise carried us on to Sicily, the largest island in the Mediterranean, and a place whose strategic position, beauty and fertility made it desirable to many people through its three thousand years of fascinating history. Travelling through this land of sunshine, you need not be a historian to see the influences that remain there of many nationalities and races. Phoenicians, Greeks, Carthaginians, Romans, Arabs, Goths, Byzantines, Normans, Spaniards, French, and Italians have succeeded one another here on this island of fire. It is so fertile that it was once called the Garden of the Mediterranean. Oranges and lemons grew there in a profusion that would make a Florida Chamber of Commerce jealous.

Messina was an interesting harbor to enter. The channel entrance is an opening at the end of a graceful narrow tongue of land that resembles an enormous sickle protecting an ideal harbor deep enough for the largest vessels. A sight that will remain with us from Messina was the tremendous Cathedral with its beautiful altars and high tower. The tower was covered with statues and life-sized representations of Biblical scenes. At twelve noon they became animated and reenacted the scenes which they portray.

The donkey carts were characteristic of Sicily. Visualize a square box, painted a vivid yellow. This is mounted on yellow wheels, held in place by yellow shafts. Hand painted all over the vehicle are portraits, figures, historical representations, and religious motifs and scenes. No two are alike. They give an air of gaiety to the old streets even though they are pulled by the tiniest of donkeys with the saddest of faces and the largest of pompoms between their enormous shaggy ears.

From Messina and Augusta we were able to visit Catania and the beautifully situated town of Taormina, high upon the mountain ledge with its curious bits of architecture, winding stairs and ruins of the Roman Theatre. With Mt. Etna a gigantic volcano, the biggest in Europe, sparkling in the background, Taormina is a unique place in the world.

Above Augusta is Catania which we remember as the place of the King of European Volcanoes, the awe-inspiring Mount Etna. The majestic mass of Etna with its cold white dome catching the sunlight and reflecting it below can be seen from any point of Sicily, but here at Catania situated right under the world wonder the sight is most thrilling.

We pulled away into the sapphire tinted sea at the time of sunset with the ringing of the Angelus bells still in our ears, ever impressed by our stay there, ever recalling the enchanting landscape, the ruined temples, the historical charm of sun kissed Sicily.

MESSINA...



1. Square in Messina



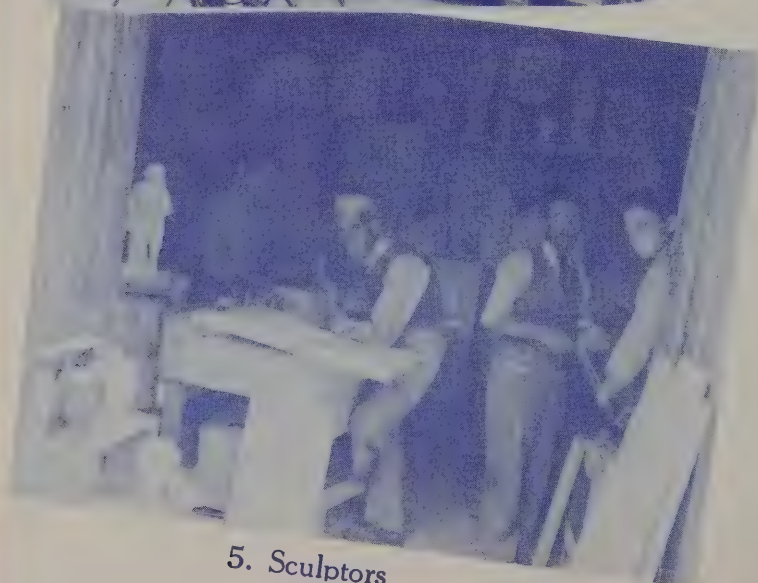
2. Local street scene



3. The Catholic Church



4. Greek Colosseum



5. Sculptors



6. Roman Colosseum



1. Messina Harbor



2. Along the water-front



3. Park in Messina

1. Church of Christ the King



2. Panorama view of Messina

3. Messina at night



Taormina...



1.
Views of Roman Amphitheater,
Mt. Etna in the background

2. Visiting the Amphitheater



3. Overlooking Messina





1. Little Sailors from St. Anthony's Orphanage



2. Views of Syracuse

AFRICA



On April 4th the SAIPAN stood into Tunis — site of the historic ruins of Carthage from which Hannibal sailed on one of History's mightiest military expeditions. A seven mile train ride across the coastal marshes brought us our first glimpse of the shimmering African metropolis.

Capital of the French Protectorate of Tunisia, the city presented a panorama of alabaster walls, brilliantly colored costumes and sparkling minarets. Mingling with the colorful native crowds, white hats moved among scarlet fezzes. The ship's company had ample opportunity to sample the exotic tropical fare in the city's restaurants, cheer the Egyptian and Spanish dancers in the gay cabarets and purchase souvenir items of the land's native handicrafts.

The more historically minded members of the crew browsed among the ruins of once-mighty Carthage, foremost sea power of the ancient world. A few lucky men found silver and copper coins still lying in the debris of a Roman bath of a thousand years ago. We wandered about the ruins which included an amphitheater, a pre-Christian era apartment house, and the remains of a Roman aqueduct.

The SAIPAN's next African port of call was Sfax, also in Tunisia. Lacking the cosmopolitan atmosphere of North Africa's larger cities, Sfax is built on flat desert country running into the sea. The city is particularly notable as a French military establishment and for its large oil storage facilities.

After a visit to Italy, the SAIPAN returned to Africa on the 5th day of May, making the famous port of Algiers. There the ship made fast, stern-end-to, to a wharf and a line of lighters was then strung alongside to the starboard gangway. A noisy delegation of eager native merchants wasted no time in setting out their wares along the lighters and harried the ship's company unmercifully with their merchandising as they passed to and from the ship.

Glamorous and wicked Algiers is built against mountain slopes, climbing abruptly from sea level. The climb up was well worth it. The romantic city, often portrayed by motion pictures, came up to all expectations. Noisy, busy, cosmopolitan Algiers, with its chattering and persistent merchants, its colorfully garbed natives, patient donkeys and cluttered but gleaming architecture, offered a world of entertainment for all of us.

You could sit at a table, order a bottle of champagne and listen to the lovely **chanteuse** (singer to you) at the Black Cat. At other places you could see the lithe, sinuous Arab dancers or the exponents of the French "can-can." Or you could go back into the mountains and see the place where Algerians ski in winter. Skiing in Africa! Or, if you felt like Charles Boyer playing Pepe Le Moko, you could climb to the fortress, stumble through the cluttered streets and "Meet me in the Casbah!"

The SAIPAN sailed from Algiers on the 9th of May for five days of exercises with the Sixth Fleet before pushing on for Messina, Sicily.

Tunis, Carthage...



1. A painting, in the church of Carthage



2. Church of Carthage



3. The modern City of Carthage



4. National Cemetery



5. Ruins of Carthage





1. The Bay of La Goulette from the ruins



2. The Bey's Palace

3. A street scene in Tunis



4. Ruins of Carthage



5. Monument in Tunis



6. Visiting the ruins of Carthage

SFAX...



1. Olive Field



2. Familiar scene in Africa



3. Street in Sfax



4. Roman Colosseum at El Djen

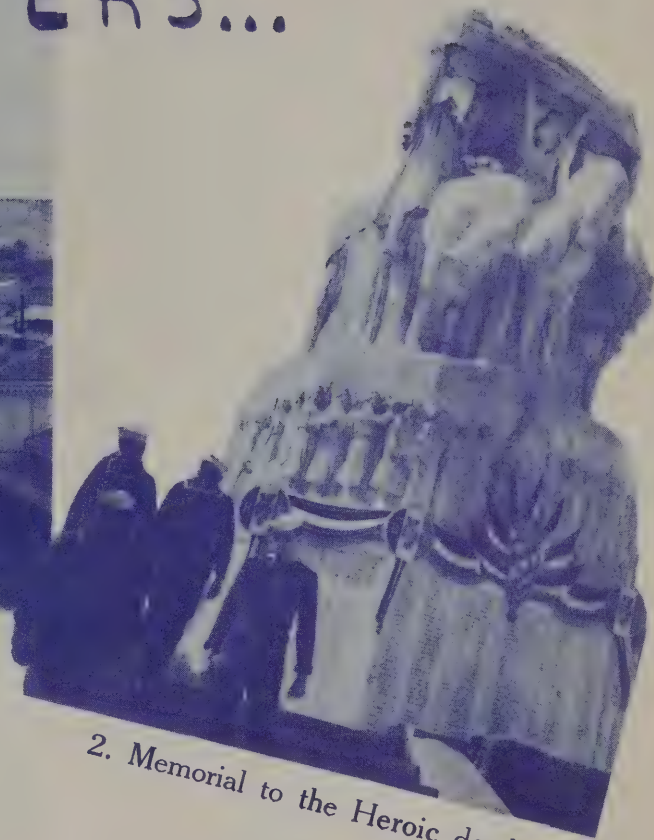


5. Our men visiting the Colosseum

ALGIERS...



1. Streets of Algiers



2. Memorial to the Heroic dead



3. Aletti Hotel



4. Bay of Algiers



Sight-seeing in Algiers



CREDIT TO WHOM CREDIT IS DUE

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